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No. 21,231

號廿百五千壹萬第

日五拾月陸年寅丙

HONGKONG, SATURDAY, JULY 24TH, 1926 陸拜禮

號四廿月七年五十國民華中

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	Dep.	6.40	9.15	10.30	11.40	12.00	1.15	2.25	4.35
Yau Ma Tei	Dep.	6.50	9.24	10.39	11.50	12.09	1.24	2.34	4.44
Shatin	Dep.	7.03	9.35	10.51	12.01	12.21	1.28	2.38	4.51
Tai Po	Dep.	7.15	9.45	11.04	12.14	12.34	1.38	2.48	5.04
Tai Po Market	Dep.	7.23	9.53	11.13	12.23	12.43	1.46	2.56	5.13
Fanning	Dep.	7.33	10.03	11.15	12.25	12.45	1.55	3.05	5.19
Shatin	Dep.	7.45	10.13	11.25	12.35	12.55	2.03	3.13	5.25
Sham Shui Po	Dep.	7.56	10.17	11.29	12.39	12.59	2.13	3.23	5.33
Sham Shui Po	Arr.	7.44	10.13	11.28	12.20	12.58	2.15	3.21	5.24

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PILSENER SUPERIOR QUALITY. LIGHT.
TUBORG-FABRIKKER. DINNER BEER.
LOWENBRAU "LION BRAND" DARK and LIGHT.

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HONGKONG.

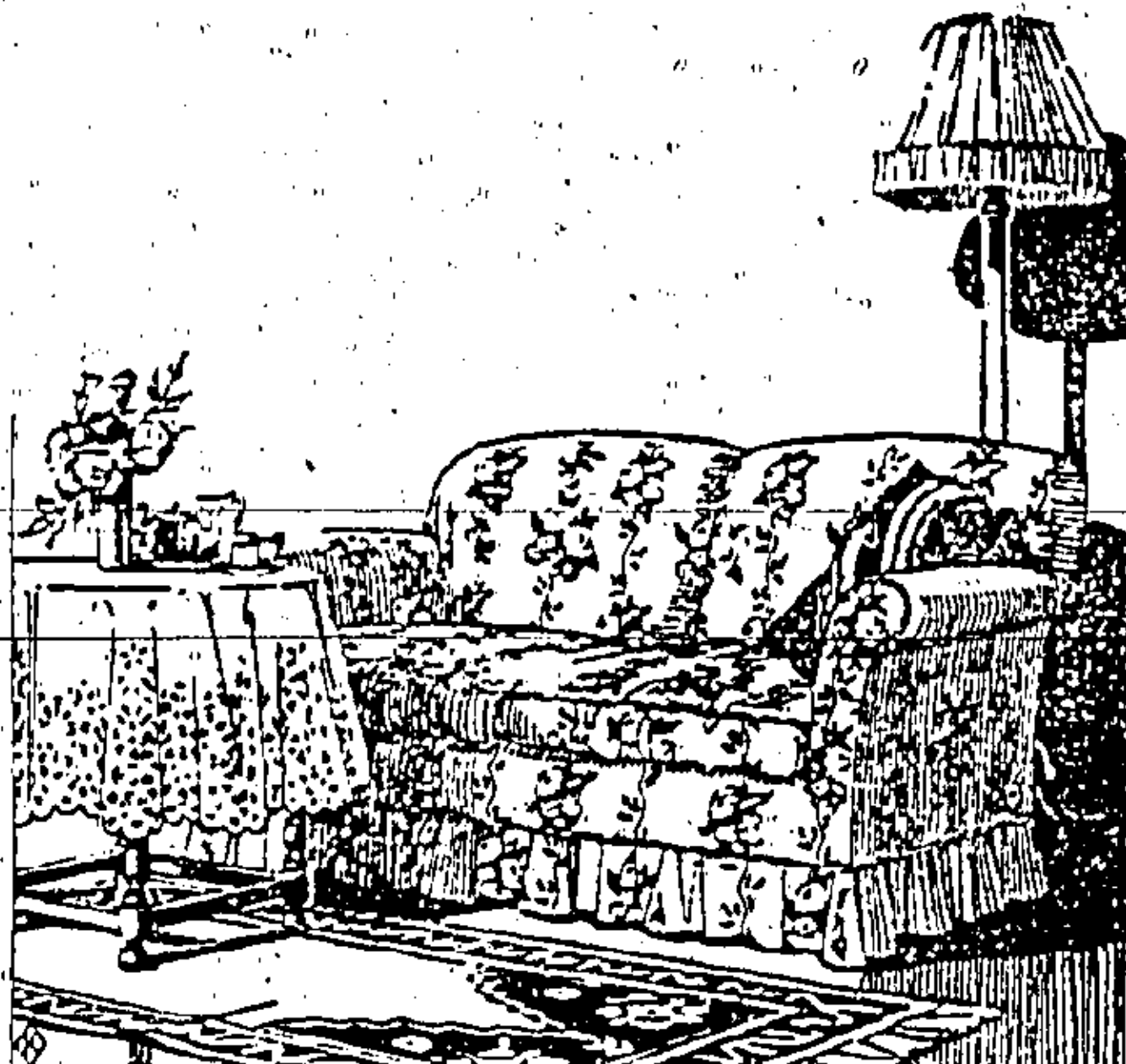
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K. 32

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VETARZO BLOOD
MEDICINE

Never before was there anything like it, not are its marvellous properties likely ever to
be equalled in diseases arising from impure blood. It searches out and expels from the
vital current every lurking trace of poisonous matter, curing blood and skin diseases,
scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheuma-
tism, gaiter or Derbyshire Neck, etc. It improves the general health and quickly
removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough,
too often the precursor of consumption.

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VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown & Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak,
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extra profit—do not accept it. Insist on having VETARZO. The genuine has words
VETARZO REMEDIES on Government Stamp Sold by LEADING GROCER MERCHANTS.



For the Evening Toilet

"Hazeline"
Snow

Soothes the skin, making
it cool and white. Vanishes
completely, leaving a perfect
surface for powder.

"Hazeline" Rose Frost

Gives a natural colour to pale cheeks

Both in glass pots

All Chemists and Stores

BURROUGHS WELLCOME & CO., LONDON

THE RASPUTIN OF INDORE.

SINISTER MYSTERY MAN

THRONES TOTTERING.

The mighty thrones of India are
tottering.

Princes and rulers who controlled the
destinies of millions are being swept
away into the oblivion of private life.
Age-old dynasties are crumbling; proud
names and fair reputations are falling
into disrepute; scandal and intrigue are
undermining the ruling caste like dry
rot.

Since 1924 no fewer than nine mighty
rulers have either vacated their thrones
voluntarily, been involved in internal
troubles, been concerned in some un-
savory scandal which has trailed their
names in the dust, or been driven into
exile. And there are rumours of further
sensational developments.

RASPUTIN OF INDORE.

Despite their vast wealth and enor-
mous possessions few Indian princes are
really happy in their rule. Behind the
glitter and pomp of their lives as
often as not is a web of intrigue and a
host of fanatical and revolutionary in-
fluences.

The power of the mighty princes is
undoubtedly on the wane. Even those
with the widest sway cannot view the
present trend of events without alarm.

The appearance of a sinister mystery
man who has been termed the Rasputin
of Indore—a religious fanatic who has
played a part in more than one intrigue
which has resulted in international com-
plications—is believed to have some con-
nection with recent sensational dis-
closures.

In one case—that of the abdication of
the Maharajah of Indore following upon
the ghastly tragedy at Malabar Hill
when an attempt was made to abduct the
beautiful dancing girl Mumtaz Begum—
the mystery man is known to have played
a sinister part.

NINE RULERS.

There is also a suggestion that he may
have had something to do with the ruin
and the troubles of other princes. He
is known to have been busy in the State
of the Maharajah of Nabha shortly be-
fore that ruler was removed by the
British authorities. And he was at work
fomenting trouble and dissension in an-
other State which is now passing through
an anxious time.

The nine rulers who have been involved
in difficulties of various kinds are as
follow:—

The Maharajah of Indore—abdicated.
The Guekwar of Baroda—involved in
internal troubles and at present domicil-
ed in France.

The Begum of Bhopal—abdicated, in
favour of her son.

"Mr. A," the Maharajah of Kashmir—
involved in the notorious Robinson case.

The Maharajah of Alwar—involved in
internal troubles.

The Mir of Khairpur—involved in
trouble resulting from his alleged ex-
travagance.

The Maharajah of Jodhpur—faced with
a serious crisis in his State.

The Nizam of Hyderabad—involved in
trouble with the Government of India.

The Maharajah of Nabha—removed
from his throne by the British Govern-
ment.

FORTUNE OF £10,000,000.

Lack of gold to the Indian Princes
would be an inconceivable as threat to
a man at Niagara. Sir Hari Singh had
rows of exquisite pearls as big as pigeons'
eggs, head ornaments like bandeaus set
with square-shaped diamonds as big as
florins, and hung over the ears with
Cabocheon emeralds.

Even the most modest estimate credits
him with a fortune of £10,000,000, and at
a State reception recently he was reput-
ed to be wearing jewels worth £3,000,000.

Gold chairs and jewelled canopies
were brought over by the Maharajahs
of Jodhpur and Bikanir when they came
on a visit to England; and before he
abdicated the Maharajah of Indore lived
a life recalling the golden prime of
Haroun-Al-Raschid. His glorious palace
of Indore alone cost six million rupees to
build.

Yet some of these gorgeous thrones are
tottering, and their magnificent rulers
are being swept into exile.

The latest ruler to vacate a throne is
the Begum of Bhopal, who announced
her abdication in favour of her son
Hamidullah Khan, who has been officially
recognised as her successor by the
Government.

REGUM'S FIGHT.

Behind the Begum's action is a romance
of her determined fight to secure her
son's future. "She came to London re-
cently to attempt to bring about a legal
settlement of the question of succession
to the throne to which her grandson was
heir."

The Begum, however, desired her only
surviving son to succeed her, and en-
tered into negotiations with the British
Government to attain this end. Her de-
termination won her the battle, and the
moment the Government agreed to her
proposal, she announced her abdication
and returned to India.

In the case of some of the other rulers,
however, their downfall was brought
about by their own folly and weakness.

The rot started when the Maharajah
Sir Ripudaman Singh of Nabha became
involved in a dispute with his neigh-
bouring chief, the Maharajah of Patiala.
Suspected of lending active support to
the Black Sikh movement, which had
been stirring up trouble in various
states, the Maharajah, in the words of
Lord Reading, "ceased for all time to
rule Nabha."

Armed British troops were dispatched
to his capital, and, under the escort of
an officer, he was taken across the border
to the hill station of Dehra Dun, where
he remains in exile.

(Continued on next column.)

STEEPLE STATUE TO BE
MENED.KING GEORGE I. ON THE TOP OF
A CHURCH.

200 FEET UP.

Repair work was started recently on a
statue two hundred feet above the ground,
on the top of the steeple of St. George's,
Bloombury, which is stated to be the
only church in England with a statue
in such a position.

The work is being done by Mr. W.
Larkins, the steeplejack, who has repair-
ed the Nelson Column and Big Ben.

The statue has been in its position 200
years, although the church was not con-
secrated until 1731. It is made of stone,
and represents King George I. in a
Roman toga.

Owing to the action of the London
atmosphere the toes and nearly all the
face have disappeared. A large part of
the sceptre or staff which the King
holds is decayed.

The steeple is a copy of a mausoleum
erected at Halicarnassus to Mausolus,
King of Caria, by his wife, Artemisia,
in 353 B.C.

CLYDE YACHT MYSTERY.

MAN AND TWO WOMEN FOUND
DROWNED.

Three persons—a man and two women—
lost their lives on the Clyde in an accident
to a yacht which was brought to light by
the discovery of three bodies at Greenock.

A watchman in the Harland and Wolff
shipyard at Greenock early in the morn-
ing saw two bodies floating in the water
below a vessel on the stocks. A search
revealed a third body in the water on the
other side of the vessel. Close by were
found the broken mast of a yacht and a
hatch cover. Investigation showed that
a yacht was missing from its moorings
in the East India Harbour, and it was
assumed that the yacht had been taken
with a view to sailing across the Firth to
Helensburgh.

The two women, who are strangers to
the district and have not yet been identi-
fied, were reported to have made inquiries
as to whether they could get a boat to
take them across to Helensburgh. The
drowned man was identified as James
Coyle, from St. Lawrence street,
Greenock. Later it was learned that
Joseph Wallace, aged 61, of Nicholson-
street, Greenock, who left his house say-
ing he was going for a sail, was missing,
and it is feared that he also was one of
the party who met their deaths.

A sunken yacht was located near the
shipyard, and an unsuccessful attempt
was made to raise it by grappling tongs
from a smack.

"MR. A."

Then the notorious Robinson case
brought into the limelight the name of
"Mr. A," the young nephew of the
Maharajah of Kashmir, the most influen-
tial frontier state in North-Western
India.

The disclosure of Sir Hari Singh's
name drove the Prince into exile, and
he only returned to Kashmir to be pre-
sent at the deathbed of his uncle. For a
time the question of his succession to
the throne hung in the balance, but
eventually his part in the case was over-
looked, and he was made ruler.

Early in 1925 there occurred the sen-
sational crime of jealousy and revenge,
when Mumtaz Begum, the favourite
dancing girl of the Maharajah of Indore,
was shot at, and Mr. Abdul Kadir
Bawla, her wealthy friend, was killed in
an attempt to save her from kidnappers.

The Maharajah was credited with a
determination to recover possession of
his favourite at all costs, and it was
alleged that he had instructed some of
his most trusted courtiers to carry out
his wishes. The plot failed until
Mumtaz had passed through all the
native states, and had arrived in Bombay
with her lover.

MUMTAZ BEGUM.

The attack was made when the couple
were driving along Malabar Hill in their
motor-car. Masked men blocked the way,
and shots rang out. Bawla attempted to
beat the attackers off, but was immedi-
ately shot dead. Another minute and the
plot would have succeeded, but at the
very moment the kidnappers were lifting
the struggling girl from the car a party
of British officers dashed up, and put
them to flight.

A number of State officials were ar-
rested and executed, and subsequently
the Maharajah was given the choice of
appearing before a tribunal of his peers,
or abdicating.

When he first heard of the beauty
and charms of Mumtaz Begum the
Maharajah stood up, and looking at one
of his Ministers, he said: "I want
Mumtaz here within a week." He never
attended to any affairs of State until the
girl had been presented to him.

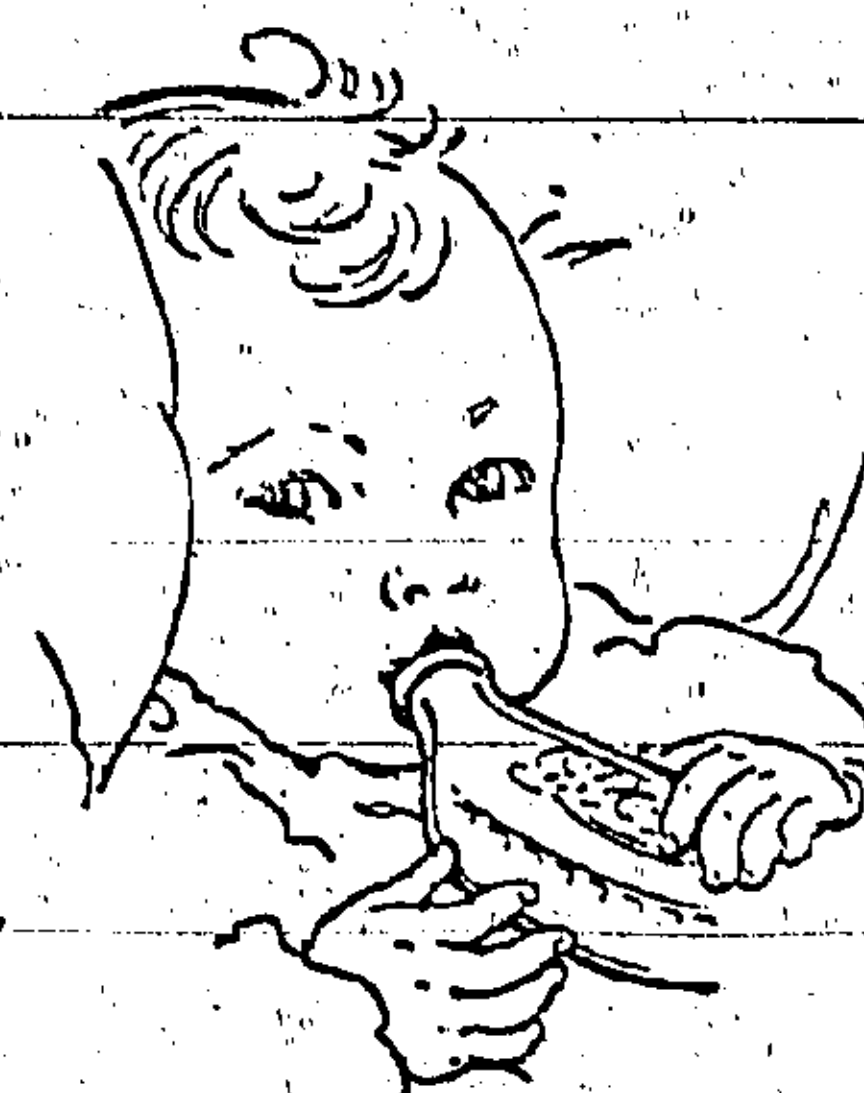
To-day this monarch, who gave his
dancing-girls gifts worth £50,000 as
lightly as an ordinary man would give
a cigarette, spends his time in a lonely
bungalow in Switzerland, with only a
small staff of personal servants and a
few intimate friends for company.

The Nizam of Hyderabad, India's
premier ruler, is another prince whose
affairs are not running very smoothly.

The Nizam insists on maintaining his
position as equal to that of the Govern-
ment of India, and "is not prepared at
any price to admit the right to intervene
in the internal affairs of Hyderabad."

He has informed the Government of
India of his resolve to adhere to his treaty
rights, and to concede not an inch beyond
them.

Rumour is also busy with the affairs
of several other princes who are stated to
be faced with crises of various kinds—
Sunday Chronicle.



GLAXO builds firm flesh,
plenty of strong bone,
and a sound constitution.
It contains nothing what-
ever to harm baby or cause him
pain. That is why if Baby is fed
on Glaxo he will progress
steadily day by day into happy
childhood. Give your Baby
Glaxo—the food doctors recom-
mend and give to their own
babies—the food that has
successfully reared the children
of 5 Royal Nurseries. It will
make yours a bonnie Baby too.

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

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Best Portland Cement.

SHEWAN, TOMES & CO.

GENERAL MANAGERS,
HONGKONG.

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Kelvinator
Electric Refrigeration

KELVINATOR supplies perfect automatic refrigeration
to every home which has electric wiring.

KELVINATOR maintains a constant dry cold, thus
doing away with the messy drippings of melting
ice and preventing the decay of food and the
growth of harmful bacteria.

KELVINATOR supplies the home with all the ice
needed, made in any size, and makes possible
all those little frozen luxuries that help to make
Hongkong tolerable in the Summer.

THERE IS A KELVINATOR TO FIT YOUR
ICE CHEST.

CALL AT OUR OFFICE FOR A DEMONSTRATION.

Sole Agents for Hongkong & S. China:

HOLYOAK, MASSEY & CO., LTD.

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Messrs. Lane, Crawford's,

The Hongkong Electric's Showrooms,

The Hongkong and China Gas Co.'s Showrooms,

AND IN KOWLOON AT

The China Light and Power Co.'s Showrooms.

[A.P.B.]

[2517]

Shaving is a necessary evil, but reduce that evil
as much as possible by using
COLGATES SHAVING SOAP.

For Your Teeth's sake use

COLGATES RIBBON DENTAL CREAM

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MANUFACTURERS OF
"Victor Metallic," "Dagger," "Quadruple" and
"Reefer" Packings.
Bell's Asbestos Compositions.
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PURE MANILA ROPE.**
"THE CORDAGE YOU CAN TRUST."

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YNCHAUSTI ROPE FACTORY

MANILA

STOCKS ON HAND OF ALL SIZES ENQUIRIES SOLICITED

FACTORIES—MANILA, P.I.
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TELEPHONE CENTRAL 8165. A.P.B.

BRUNNER, MOND & CO. (CHINA), LTD.
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"CRESCENT FERTILISERS"
FOR
VEGETABLES, FLOWERS, LAWNS, etc.
Specially prepared to meet Local Soil Requirements

ALSO
"CRESCENT" NEUTRAL SULPHATE OF AMMONIA
(Analysing 25.75 per cent. ammonia)
AND
"CRESCENT" BONE FLOUR
(Analysing 60 per cent. phosphate.)
ON SALE AT
Messrs. GRACA & Co., THE SUN Co., Ltd.,
THE WING ON Co., Ltd.

BEST FRENCH TABLE CLARET
FROM
The Well Known J. LAIRILLE FILS, BORDEAUX.

GRAND VIN (White) ... per bottle \$ 0.95
" " ... per dozen 11.50
" (Red) ... per bottle 0.90
" " ... per dozen 11.00

SOLE AGENTS:
THE FRENCH STORE,
9, BEAONSFIELD ARCADE

**FRENCH NATURAL MINERAL WATER
VICHY CELESTINS**
In bottles, half and split
for Gout, Diabetes, Rheumatism, Gravel, Arthritis

VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters.
VICHY-ETAT TABLETS 3 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS Digestive aerated water.
Refuse substitutes.

Our London Letter.

FUTURE OF TRADE UNIONS.

SMOKE CITIES.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 24th.

I hear at Westminster that good progress is being made by the Cabinet Committee which is examining the state of the Trade Union law to see if, and if so what, changes are necessary to prevent illegal strikes. By the end of the present month or early in July it is expected a report will be ready for submission to the Cabinet. In political circles a great deal of importance is attached to the work of the Committee, because the recommendations to be made will have a profound effect in shaping future Government policy towards Trade Unions.

It is understood that the right of the individual to think and act on his own responsibility is likely to be taken as the foundation. Thus there can be no doubt that strike action will be legal only after Trade Union members have demanded it by the required majority after a strict ballot, while the present scope of "peaceful picketing" will be restricted, so far as possible, to prevent intimidation of a man or his family.

So far as I can gather it seems that any action taken by the Government is likely to be designed to assist the Unions to put their own houses in order. The Government wishes to see Trade Unionists taking a more active part in the control of their own affairs, and thus assure themselves that the delegates who frame their policies represent a majority instead of a minority view of the members. As things stand, Trade Union activities are mainly directed by small but very active groups of individuals, and some of the men concerned are notorious for their extreme views—Mr. A. J. Cook for instance, the miners' secretary, who openly boasts that he is a Communist, and "a humble disciple of Lenin."

SHEFFIELD.

In the House of Commons a few days ago, Sheffield, Wigan, and other big industrial centres were mentioned in the debate on the Smoke Abatement Bill. Some striking things were said by several speakers. One M.P. with a sense of poetry described Sheffield as a dirty picture in a frame of gold—a rather apt simile which was greatly admired. Mr. Neville Chamberlain, Minister of Health, who was in charge of the Bill, told the House that the people of Manchester have to spend seven pence half-penny per head per week more on washing than the people of Harrogate, and that the dwellers in the country districts of England get 20 per cent. more sunshine than the dwellers in the towns.

The Bill follows pretty closely the recommendations of the Committee on Smoke Abatement, which was presided over by Lord Newton, except in one important particular. The Newton Committee proposed the taking of very drastic steps to deal with the domestic smoke nuisance. Mr. Chamberlain has shrunk from doing anything that might tend to retard the building of new houses or increase their cost, and it was chiefly because of his caution that he was criticised on this occasion. There was no division on the second reading; but the Bill will, it is understood, be considerably amended in Committee.

TEMPERANCE PROPAGANDA.

Much amusement has been created in London by an attempt on the part of a prominent temperance society to get its work classified as "charity only," so that it could escape its liability for Income Tax. Very properly, as most people seem to agree, the attempt failed. The Judge took the view that the Temperance body in question was out for an alteration in the laws, and, therefore, that its purpose was not charitable.

It is astonishing that associations that wish to legislate in restraint of the liberty of the subject, as undoubtedly temperance reformers do, should regard their work as one of charity. Perhaps this is an outcome of the complete incapacity of many excellent and well-meaning people to see virtue in anybody except themselves. Charity as we know covers a multitude of sins. And after all, if the Temperance body succeeded in its objects it would be bringing ruin to many persons who are carrying on legitimate business in a proper manner.

UNITED STATES TRADE.

SOME ADVERSE FACTORS.

In the past few weeks the favourable business and industrial developments in the United States have outweighed the unfavourable influences, with the result that optimism for the moment is more pronounced and the evidences of an impending business and stock market recession discernible. In March and April trade further into the background. There remain a sufficient number of adverse factors to make the trade outlook for the balance of the year uncertain, but the recent upward trend of commodity prices, the abundance of capital, the return of a favourable foreign trade balance, and the upward swing of stock market values are factors which encourage confidence in continued prosperity and tend to justify predictions that any business recession is so far off as to occasion no immediate concern. Conservative students of the economic situation in this country, however, refuse to lose sight of the fact that the boom days of estate values, of building, of motor-car production, and other industries are apparently over, and that the war-created shortages in other lines of industry are fast being overtaken. Such trade recessions as have already taken place, it is reasoned, warrant lower price levels in the stock market, and the buying capacity of Americans, particularly in the agricultural districts, is contracting. As against this reasoning, it is pointed out that an immense expansion in the national wealth has taken place in this country. It is a statistical fact that the annual income of Americans between 1914 and 1920 nearly doubled, and it is probable that since 1920 this rate of increase has continued. The consumption of goods within the United States continues on an enormous scale, and the amount new securities at home and abroad is enormous.

It may well be argued, therefore, that America's new condition justifies ignoring precedents, and that her position may be strong enough to nullify the warning signals the significance of which in the past could not have been overlooked with safety.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

July 23rd, 1926.	
Hongkong Bank	\$1,185 nom.
Do. London	\$1,181 nom.
Chartered Bank	\$204 buy.
Mercantile Bank, A. & C.	\$204 nom.
Do. U.S.	\$214 nom.
P. & O. Bank	\$292 buy.
East Asia Bank	\$34 buy.
China Underwriting	\$400 buy, \$40 sel.
North China Insurance	\$145 nom.
Union Insurance	\$391 sel.
Yangtze Insurance	\$34 buy.
China Fire Insurance	\$200 buy.
Hongkong Fire Insurance	\$390 buy.
Douglases	\$25 buy.
H.K. U. & M. Steamboats	\$29 buy.
Hongkong Tugs	\$32 buy.
Indo-China (Prof.)	\$30 buy.
Do. (Def.)	\$40 nom.
Shell Transport	\$673 buy.
Star Line	\$15 nom.
China Sugars	\$244 buy.
Malayan Sugars	\$33 buy.
Benguet	\$14 nom.
Kailash Mining Ad.	\$40 sel.
Langkate (combined)	\$14.23 buy.
Do. (single)	\$14.12 buy.
Shanghai Explorations	\$14.7 nom.
Shanghai Loans	\$14.7 nom.
Beit's	\$44 buy.
Trench Mines	\$9 sel.
Ural Caspian	\$133 buy.
H.K. & W. Docks	\$54 buy.
Hongkows	\$170 buy.
New Engineering	\$14.51 buy.
Shanghai Docks	\$14.119 buy, 12/3 sa.
H.K. & S. Hotels	\$11.15 nom.
Hongkong Lands	\$354 buy, 65 sa.
Hongkong Realty	\$350 sel.
H.K. Territorials	\$35 nom.
H.K. Developments	\$16 oia. sel.
Humphreys Estates	\$144 buy.
Prince's Buildings	\$90 sel.
Rural Lands	\$14 buy.
East Cottons	\$14.9 buy, 92 sa.
Oriental	\$14.270 sel.
Shanghai Cottons (old)	\$14.51 buy.
Do. (new)	\$14.26 buy.
China Buses	\$14.104 buy.
Hongkong Tramways	\$254 buy.
Peak Trams (old)	\$164 buy.
Do. (new)	\$7.00 nom.
Singapore Tramways	\$10.5 buy, 12/3 sa.
Taxis	\$3 sel.
Amusement	\$113 nom.
Centon loss	\$74 nom.
Qemata (combined)	\$134 nom.
Do. (old)	\$12 nom.
Do. (new)	\$3 nom.
China Lights (combined)	\$21 nom.
Do. (old)	\$15 nom.
Do. (new)	\$12 nom.
China Providents	\$5.50 sel.
Constructions	\$24 nom.
Dairy Farms	\$104 buy.
Der A Wings	\$8 sel.
Hongkong Electric	\$98 nom.
Macao Electric	\$35 nom.
H.K. Dopes (combined)	\$29 sel.
Do. (old)	\$10 sel.
Do. (new)	\$5 sel.
Lane Crawford	\$9 nom.
MacIntosh	\$184 nom.
Mucers	\$11 nom.
United Asbestos	\$20 nom.
Watsons (old)	\$184 buy.
Wm. Poyells	\$84 nom.
buy, sell, or no action, as - sales nom. - nominal	

George Obich, a 12-year-old boy, of Romington, near Doncaster, in search of a bird's nest, climbed an electric standard in Wadworth-lane and was killed when he touched a cable.

The voltage was between ten and eleven thousand volts.

QUEEN'S

TO-DAY at 2.30, 5.15, 7.15 & 9.15

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RUBBER PRICES.

Messrs. Carroll Bros. are in receipt of a telegram from their Singapore friends advising them that the price of rubber is still 69 cents per lb. The following dividends have also been declared:

Changkat Serdangs: 10 per cent. interim.	United Malaccas: 16 per cent. final.
Malaka Pindas: 8 per cent. interim.	The latest quotations are as follows:
Allenbys	Straits \$3.50
Alor Gajah	3.00
Amalgamated-Malays	5.15
Ayer Moleks	2.95
Ayer Panas	14.00
Balgownies	5.25
Bassetts	1.45
Brogas	1.90
Bukit Jelutongs	1.25
Bukit Katils	1.35
Changkat Serdangs	10.20
Connemaras	2.90
Glencalies	3.00
Indragiris	10.50
Jerams	1.95
Jimbahs	2.90
Kedahs	4.90
Kempas	10.40
Kuala Sidims	4.00
Lunas	4.50
Malaka Pindas	3.20
Malakoffs	4.50
Mandai Tekongs	0.65
Mayfields	16.00
Mentakabs	0.67
New Serendahs	5.50
Pajams	14.00
Punggor	1.30
Sandorotts	4.00
Scudals	2.40
Sungei Bagans	4.80
Tapahs	33.00
Tambalaks	1.55
Teluk Ansons	15.50
United Malaccas	3.20
Utah Simpans	5.10

CENSORSHIP OF FILMS.

During last year 1,145 films were censored in the Straits Settlements, representing a measurement of 4,075,800 feet and producing a revenue of \$24,474.40 (\$493 being Board of Appeal Fees) against \$19,546.80 in 1924. Of the films viewed by the Censor 104 were considered by him to be unsuitable for exhibition and were banned accordingly. Appeals were lodged against the decision of the Censor in respect of 45 of these films; in 39 cases the decision of the Censor was upheld, while in the remaining 6 the films were released for exhibition. There were two prosecutions during the year in respect of the exhibition of uncensored posters. Fines amounting to \$50 were imposed.

THEATRE ROYAL.

CITY HALL.

TUESDAY, 27TH JULY, AT
9.18 P.M. PROMPT.

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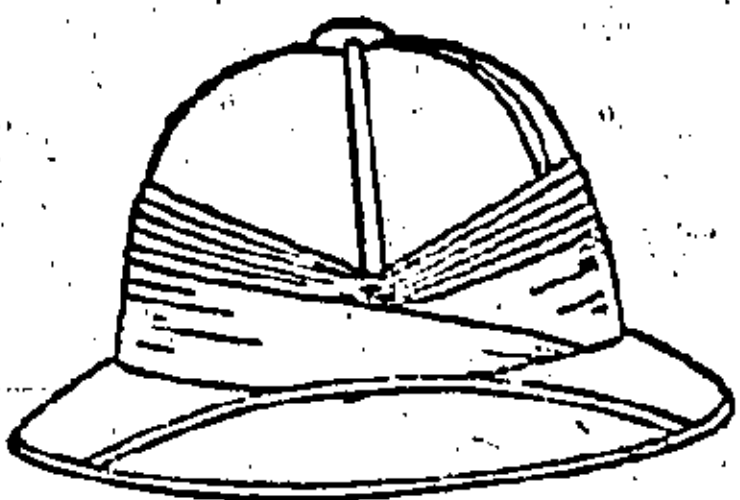
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An Unprecedented Week.

Full Reports

IN

The Hongkong Weekly Press.

THE HONGKONG WEEKLY PRESS, PUBLISHED TO-DAY, GIVES A FULL AND CONNECTED ACCOUNT OF THE HAPPENINGS IN THE COLONY FROM SATURDAY LAST UNTIL YESTERDAY.

Deluge on Sunday Night.
Havoc on Monday.
Repair work on Tuesday and Wednesday.
A Second Typhoon on Thursday.

It has been a week unprecedented in the history of Hongkong.

The complete details are published in the WEEKLY. It is an issue of remarkable interest and one which hundreds of people will wish to keep for purposes of record.

All friends at Home will welcome copies. There has probably been no time to write letters this week. The WEEKLY will give the reason.

The Conference at Canton has, to some extent, been overlooked during the period of local excitement. The WEEKLY brings the Canton news up-to-date.

The report of the capture and release of the Police Patrol boat by Pickets on the Border is also included.

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DAMAGE DONE BY RAIN.

REQUIREMENTS BY THE P.W.D.

ROUGH ESTIMATE OF A MILLION DOLLARS.

SIX LAKHS WANTED FOR THIS YEAR.

Reference was made to the damage done by Sunday night's rain at the meeting of the Legislative Council Finance Committee yesterday afternoon.

After the various items appearing on the Agenda had been disposed of, the COLONIAL SECRETARY said: There is one other item I wish to bring up and that is the vote, or rather I would put it, the authority from the Committee to proceed with the work of restoring damage resulting from the rain on Sunday night. The formal vote will be put before you at the next Finance Committee when we shall have had time to get more accurate details, but in anticipation of your approval H.E. The Governor has authorised the Public Works Department to carry on and I wish to obtain the authority of the Committee for the work to be carried on to the extent to which the Public Works Department thinks it will require money this year. The figures tentatively put forward are:

Hongkong \$510,000
Kowloon and New Kowloon \$60,000
New Territories \$20,000

That makes a total of six lakhs, but I am afraid we shall not get off with that amount. That total only represents what the P.W.D. think they will want to carry on until December 31st. I have not accurate estimates so I cannot give you exact details, but I think I am right in saying that roughly the estimate of the damage is a million dollars.

The DIRECTOR OF PUBLIC WORKS: That is so.

The CHAIRMAN: We cannot tie the Public Works Department down to a figure until they draw up their estimates and I want your authority for them to carry on with necessary work in the meantime.

This authority was given.

SUPPLEMENTARY VOTES FOR 1925.

The Colonial Secretary presided at the meeting of the Finance Committee and those present were: Hon. Sir Shou Son Chow, the Colonial Treasurer (Hon. Mr. C. McL. Messer), the Director of Public Works (Hon. Mr. E. T. Creasey), Hon. Mr. A. O. Lang, Hon. Mr. E. W. Bird and Hon. Mr. D. G. M. Bernard.

The Committee considered message No. 7 from H.E. The Governor containing items Nos. 925-928 to supplement the estimates of 1925 and items Nos. 122-128 to supplement the estimates of 1924.

The total required to supplement the 1925 estimates was \$5,282.

The CHAIRMAN: I hope these votes will be the last required on the 1925 estimates.

They were agreed to.

Supplementary Votes for 1926.

The total amount passed to supplement the estimates of 1926 was \$149,585.

Item No. 129 was for Port Works Extraordinary. Hongkong Reclamation of Quarry Bay Marine Lot No. 4—\$75,000.

Hon. Mr. Bird: Was there not a contract for this work?

The DIRECTOR OF PUBLIC WORKS: There was a contract but it was made in 1923 and the whole work has been considerably changed. This expenditure is involved in the exchange of land with Messrs. Butterfield & Swire. The plan shows what exchange was made. The Government took over a row of buildings to allow for the widening of the road and in return agreed to reclaim certain land and to put up a retaining wall to protect the reclamation. The work is still in progress. The original contract was a small one and the contractor failed in 1923. When the Netherlands Company came they took over the quarry from the original contractor and at the same time took over the contract for this work.

The CHAIRMAN: The total amount required for 1926 is \$135,000. You will be able to complete the work allotted to this year for that sum?

The DIRECTOR OF PUBLIC WORKS: There is no doubt about that. I shall not come to the Finance Committee again on this subject. A difficulty now, however, is that the recent rainstorm caused the Netherlands Company a good deal of damage. The wall is in process of construction and a very large discharge from the mill had got behind the wall and damaged it to some extent which they will have to make good.

COST OF DOG CATCHING.

Item No. 120 was for Police, increase in Coolie hire on account of dog catching, \$4,500. A sum of \$3,000 was provided in the 1925 estimates of which \$2,461.08 has been expended to date. Owing to the outbreak of rabies additional coolie hire raised the monthly expenditure to \$720 and \$745 in April and May respectively, and at this average the sum of \$4,500 was required to supplement the vote.

Hon. Mr. Bird: That seems a lot of money for dog catching.

The CHAIRMAN: It does seem a good deal of money, but the work required to be done.

Hon. Mr. Bernard: Have you any idea how many dogs you catch for this amount?

The CHAIRMAN: I have not, but there must be a record and I can find out.

Hon. Mr. Lang: It would be interesting to know how much it works out per head. (Laughter.)

The CHAIRMAN: Honorary for good work is a very good way of encouraging people to do good work in future.

All the items in the message were approved.

(Continued on next column.)

GAS IN WARFARE.

SMALL PROPORTION OF DEATHS.

The following letter recently appeared in the London Daily Telegraph:

Sir,—Your correspondent signing himself "A Sentimentalist" states that "few medical officers engaged in the Somme battle of 1916 will endorse Captain Liddell Hart's eulogy of the use of gas in warfare, and add: "If phosgene and the like are to be used, there is not a man who has seen the effects of both would not prefer the mangling of high explosives."

I presume that medical testimony, to be valid, need not be confined to those who served in 1916; the war lasted for another two years, and with every month gas was used in greatly increasing proportion, until for 1918 it averaged practically 50 per cent. as filling for shells, besides the great quantities discharged by projectors.

The report of the Surgeon-General of the United States Army for 1920 stated that 258,338 men of the United States Army were injured during the war, including 34,249 dead on the battlefield; 70,552 were admitted to hospital suffering from gas alone, of whom 1,321 died. Very few, probably under 200, died from gas on the battlefield, since concentrations, sufficient to kill within twelve hours were seldom obtained. The total deaths from gas were 2 per cent. of the gas casualties (contrasting with 3.35 per cent. in the British Forces and 3 per cent. in the German army). Of 187,586 American troops injured by bayonet, bullet, or H.E., 46,449 died—24.75 per cent. of the total. Of 279,693 British casualties from these causes 578,000 died—31.4 per cent. of the total. In other words, according to this medical testimony, a man disabled by gas instead of by bullet or shell had ten times as much chance of recovery in the British Army and twelve times as much in the American Army. (Our percentage is affected by our unreadiness to meet gas in 1915.) In addition, the report states that 9,318 United States soldiers permanently lost the use of limbs either by amputation or damage. "Gas caused none of these crippling or deforming effects."

Furthermore, before a Select Committee of the United States Senate in 1923, Dr. Francis, chief of the State Tuberculosis Clinic in Philadelphia from 1907 until he went to France as "consultant-in-gas" to the Fourth United States Army Corps, and chief of staff to the great gas hospital at Toul, stated under oath: "Of all methods of warfare gas is the least inhuman and the most effective." He flatly denied that gas caused tuberculosis as an after-effect, and said that, on the contrary, it would tend to prevent it and to assist the cure of those who were tuberculous when gassed. This unexpected result is corroborated by the Surgeon-General's report, which stated that the percentage of tuberculosis cases among men who had been gassed was 2.45 per 1,000. "Since the annual rate for tuberculosis among enlisted men serving in France in 1918 was 3.50, and in 1919 4.30 per 1,000, it would seem to be apparent that tuberculosis occurred less frequently among the soldiers who had been gassed than among those who had not been."

The British officials' medical report on the war stated: "There is happily every reason to think that only a very small percentage of gas casualties of the war will suffer any permanent disability."

"A Sentimentalist" may prefer the mangling of high explosives. Common humanity prefers a method which puts the highest possible number of enemies out of action with the minimum of permanent damage to them.—Yours,

F. BRITTON AUSTIN.

Sussex, June 9th.

GIVING ACCESS TO NEW BUILDINGS.

Item 131 was for Public Works Extraordinary, Communications, General works \$37,140. The money was required to give access to new buildings which are nearing completion and in some cases already completed.

The CHAIRMAN: This is in Kowloon, is it not?

The DIRECTOR OF PUBLIC WORKS: In Hongkong. A great deal of the money is a re-vote from last year and covers 42 small items, curbing and channeling, making footpaths and so on.

DAMAGE TO POLICE LAUNCH No. 4.

Item 137 was Harbour Office, Repairs to Launch \$17,000. (In the tabular statement the figure was put at \$1,700 but this was a misprint.) The money was required to repair the damage done to the Police launch which went aground on June 2nd.

Hon. Mr. Bird: Has there been no enquiry into this stranding?

The CHAIRMAN: A full report was received from the C.S.P. and there does not appear to be any reason to attach any blame. Subsequently the Harbour Master held an enquiry and he is satisfied that no blame should be attached to the people navigating the launch.

GOOD WORK RECOGNISED.

Item No. 135 was for miscellaneous services \$1,010. In rendering assistance to the stranded police launch the tug *Henry Keswick* was hired from the Hongkong & Whampoa Dock Company at a cost of \$500. Special services in connection with the saving of the launch were also rendered and in this connection the following honours were recommended:—Mr. S. E. W. Mitchell (engineer), Messrs. W. B. Bailey & Co. \$400; Mr. Wong Chin Pak (wireless operator) \$50; Mr. Mok Kam (launch stoker) \$30; Mr. Ip Lam (launch stoker) \$30.

The CHAIRMAN: Honorary for good work is a very good way of encouraging people to do good work in future.

All the items in the message were approved.

THE TYPHOON.

STRANDED VESSELS GET OFF.

CITY AND HARBOUR NOW NORMAL.

THE BLOW GOES INLAND AND FILLS UP.

With the passing of the danger of the typhoon—the second this season—the city and harbour has resumed its normal appearance.

Yesterday's scenes presented a distinct contrast to those of Thursday. In the City, business went on as before; while in all areas where debris was scattered from the earlier storm this week gangs of coolies were to be seen engaged in clearing away the mess. Especially was this noticeable at the junction of Des Voeux Road and Pedder Street, where there still remains a considerable quantity of silt. Also along Queen's Road, between the Naval Dockyard and Wellington Barracks, the heaped-up banks of mud on either side of the tram tracks are being carted away as speedily as possible. The damage done to Kennedy Road nullahs is also being steadily repaired, and the vast amount of debris in them taken out. Many of the side streets of Wanchai are still quite deep in mud.

In the harbour the contrast of the two days more is apparent. On Thursday morning there was not a native craft, motor-boat, or launch to be seen, and the stretch of water was desolate, except for a dozen or so vessels moored to typhoon buoys. Yesterday the harbour was full of shipping, much of it consisting of delayed vessels due on Thursday, but unable to put in before late on Thursday evening or early the following morning. Towards the close of the day this number was added to. Many launches were plying to and from the various steamers, motor-boats could again be hired, and the ferries were in full swing. There was also the familiar daily sight, which one takes little notice of until it is absent, namely, the sampans and trading junks either moving about the harbour, or lying against the Praya wall. These craft appeared to be very busy yesterday, and delayed cargo was being discharged on to the Praya from them all day.

TYPHOON FILLING UP.

The Observatory report for yesterday stated that the typhoon is filling up to the North of Pakhoi (on the southern Kwangtung coast) and now appears as a depression over S.W. China. It went inland between Macao and the French port of Kwang Chow Wan.

The lowest barometer reading at the Royal Observatory at 9 a.m. on Thursday was 29.263. At Gap Rock, which the typhoon only missed by a few miles, the lowest was 28.89 at 11 a.m. These figures are by no means a record. The lowest sea level, on this side of the harbour was 29.18.

The highest wind velocity was 38 miles an hour, at 8.54 a.m. on Thursday. In the 1923 disaster, the wind gauge registered much over the 100 miles an hour mark. Force 10 (about 70 miles) an hour was returned from Gap Rock.

The rainfall for the 24 hours ended at 10 a.m. yesterday was 1.30 inches, making the total since January 1st 85.49 inches, against an average of 47.95 inches.

The weather forecast for to-day is:—S.E. winds, fresh to moderate, overcast, occasional rain.

A BUSY TIME.

The Post Office mail department experienced a very busy time yesterday, some of the inward and outward mails having been delayed from arriving and despatch in consequence of the typhoon.

No fewer than five inward mails arrived, these being by the *Macedonia* (Home mail due on Thursday), the *President Wilson* (U.S.A., Honolulu, Japan and Shanghai mail due on Thursday), the *Kashmir* (Shanghai and Europe via Siberia), the *Talpa* (Straits mail), the *Szechuen* (Shanghai mail), and the *Ranpura* (Shanghai mail).

In addition, there was the despatch of mails to be attended to, among the outward mails being the *President Wilson* for Manila (sailed yesterday), the *Kashmir* for Straits (sailed yesterday), the *Macedonia* for Shanghai (sailing to-day), the *Hai Hong* for Amoy and Foochow (sailed yesterday), the *Carnarvonshire* for Straits (sailed yesterday), the *Hin Sang* for Sandakan, the *Linan* for Shanghai, the *Ming Sang* for Haiphong, the *Talpa* for Amoy and Japan (sailing to-morrow), the *Ranpura* for Home via Suez, and the *Taiiping* for Manila and Australia. The sailing of the *Taiiping*, due to go yesterday, was delayed until today; while the *Ranpura* and one or two of the last named steamers are not due out until this morning. However, all these mails had to be dealt with before closing time at the Post Office.

AT MACAO.

At Macao nothing extraordinary happened. All river shipping was tucked away snugly and there was no difficulty in weathering the storm. The lowest reading on the barometer of Capt. Muir (master of the *Tung On*) was 29.21. A few squalls were felt in the inner harbour. The new reclamation and breakwater works in the outer harbour were not damaged.

Similar conditions, it was learned on the arrival of the river steamer, prevailed at Canton, where the typhoon was not felt.

TOWED OFF.

It has been learned that the a.s. *Pawnee*, mentioned in yesterday's *Daily Press*, did not actually go ashore at Chuan Hsu Island, near Cap Sui Mun, although she drifted very near to the shore. The *Kau Sing* visited her during the day, and finding there had been no injuries on board and that her help was not required left the scene and passed on a message to the Kowloon Dock salvage tug *Henry Keswick*. The *Henry Keswick* successfully refloated the *Pawnee* just when it was getting dark on Thursday. From what is learned she has not been seriously damaged. She is now at anchor behind Stonecutters, having been towed there by the tug.

"CONFUCIUS" OFF.

The Chinese steamer *Confucius* was also refloated by the *Henry Keswick*. She had taken refuge from the typhoon threat in Kowloon Bay, but wind and tide proved too much and she grounded just off the China Light and Power Co.'s works at Hungshom. She is now at anchor in Kowloon Bay and, as far as can be ascertained, has not suffered serious damage.

The *Ding On*, a small cargo steamer, formerly the Government dredger, is still ashore near the Kwong Tak Chong shipyard. She is not believed to be in any danger.

With regard to the *Confucius*, the *Kau Sing* went alongside during the day, but finding that it was not possible to do anything at that time, and that the steamer was in no immediate danger, the refloating of her was left to the *Henry Keswick*.

CAPSIZED.

It has been reported that a sampan, which probably could not reach shelter in time, was seen about 11.30 on Thursday morning, floating about half a mile from shore just off Pokfulam. She was capsized, and bottom up, two men were clinging to the derrick, and it is feared they were drowned. No report has come to hand regarding the sampan which foundered shortly before one o'clock.

THE "KAU SING."

The Government's new Harbour and Rescue Tug, *Kau Sing*, it is interesting to note, was on duty from Wednesday night until 9.30 on Thursday night, with Mr. C. J. Thompson (Senior Boarding Officer) in command. By nine o'clock on Wednesday night all native craft were at typhoon shelters and the harbour was clear with the exception of ships at typhoon buoys. On Thursday morning, the *Kau Sing* remained at anchor behind Stonecutters until the worst of the gale had blown over, but later in the morning she commenced patrolling the harbour. She, as stated, visited the two stranded steamers during the day, to see if assistance was required. The report that the *Kau Sing* was dragging both anchors and steaming full speed ahead is not correct. As a matter of fact she had both anchors down and was steaming slowly only occasionally. When she left her anchorage it was due to the fact that the *Vulcanus* had got her cables entangled at her typhoon moorings and got across the path of the *Kau Sing* a number of times. It was, therefore, deemed wisest to get away from this vessels' vicinity.

Two other steamers also dragged their anchors, but proceeded to fresh moorings.

The *Kau Sing* patrolled the harbour until nine o'clock in the evening, and when the "all clear" signal was reported to the Harbour Master (Lieut. Commander G. F. Hole, R.N.), she was berthed at Kowloon and the officers and crew finished their twenty-four hours vigil. It might be added that during the time they were on duty, there was little more than a couple of hours sleep at the outside, at any rate for Mr. Thompson. Everyone got soaked before they were free, and they experienced some very rough sailing in the choppy sea.

RIVER STEAMERS.

River shipping resumed yesterday morning after 24 hours' enforced idleness. The *Lungshan* left for Canton, the *Tai-shan* and *Sai On* for Macao; the *Fatshan* came down from Canton in the afternoon and the *Tung On*, *Kimshan* and *Chuen Chow* crossed from Macao.

EXPERIENCES AT SEA.

Reports made to the Harbour Office yesterday by masters of incoming vessels show that most of them had received severe buffeting as the result of the typhoon. The *Hydrangea*, which came into port on Thursday afternoon from Kwang Chow Wan, met with heavy seas between the Ladrone and Lamma Islands. Between seven and nine o'clock, the barometer dropped to 29.25, but the weather experienced was not so bad as was feared. High seas swept the decks until the vessel reached Hongkong.

The a.s. *Carnarvonshire*, from Shanghai; the a.s. *Luisa Nielsen* from Manila, Cuba; the *Macedonia*, from Singapore, and the a.s. *Kwaiachow* from the South, all report mountainous seas and rain squalls in the typhoon area.

Curiously enough, the *Glennier* from Singapore appears to have missed it, though she could not have been far behind. Her master stated that the weather was good.

PEAK TRAMS.

The Peak Trams stopped running at 7.15 last night, owing to the lack of water required for the engine room. It is hoped that a normal service will be possible to-day; at any rate, during the early hours.

STATEMENT OF CANTON'S CASE.

THE CAUSE OF THE BOYCOTT.

EVENTS OF JUNE 23rd REVIEWED.

SIR J. JAMIESON'S LETTER AND HONGKONG'S POLICY.

The following is the text of the statement of the Chinese case presented by the Chinese Delegation at the second sitting of the Canton Conference on Friday, July 16th. This official report, which is issued through Reuter's Agency, follows upon the lines forecasted in the *Daily Press*. It was requested that the British delegates should reply to this general statement before matters of detail were discussed. The reply was made on Monday and although no official communiqué has yet been issued regarding it that reply presumably was accepted as satisfactory. Otherwise it would seem that the Conference could not have continued and as a matter of fact, it is still proceeding, according to general report, satisfactorily.

In accordance with what are doubtless the wishes of the British delegation, we propose to begin consideration of the anti-British trouble in the Liang-Kuang by first concentrating attention on the aspect of it which has found expression in the anti-British boycott.

What is this boycott? Ignoring mere details or purely accidental features, it consists essentially in Chinese workers in our territory refusing to buy or deal in British goods, or to sell goods to the British. It is admitted that the boycott is an organised patriotic movement which has been sustained by the Chinese people in South China for more than a year.

THE CAUSE OF THE BOYCOTT.

If the anti-British boycott is to be settled and not simply suppressed by force and so transform into an enduring element in Chinese-British relations throughout China, it is necessary to find out, at least, its direct and immediate cause. In homely phrase, a malady is cured by treating its cause.

The anti-British boycott in its typical form began immediately after the events of June 23rd, 1925, off the Shameen. And none with a sense of causation can possibly doubt that the boycott was the direct and immediate outcome of the killing and maiming of Chinese students and others on that fateful day. If, therefore, the anti-British boycott is to be terminated by a *Negotiated Settlement*, we must first deal with the transactions of June 23rd, 1925.

JUNE 23rd, 1925.

Broadly speaking, the material facts of the case are not in real dispute save one, namely whether the British or the Chinese fired the first shot. But even this point became of secondary importance when the entire incident is examined from the standpoint of judicial responsibility. Such an examination leads us first to a brief review of what may be called the casual background out of which sprang the tragedy of June 23rd.

It is an historical fact that the Chinese people as a whole were powerfully stirred by Sergeant Everson's order to his men "to shoot to kill" the Chinese students and others who demonstrated at Shanghai on May 30th, 1925. In China, as elsewhere, school boys and girls of to-day are the rulers and workers of to-morrow, and a nation is necessarily interested in its student class. There is also a special reason why the Chinese people are interested in their students. A nation that is not dying must have articulate groups and for reasons inherent in the present period of transition through which China is passing, this mark and quality of vitality in a nation is possessed by the Chinese student class. If China is to live her students must continue to voice the new economic-political needs of the Transition until a new equilibrium is established between the Chinese people and the changed environment in which they find themselves after three-quarters of a century of commercial, diplomatic and social intercourse with foreigners.

THE STUDENT CLASS.

This view of the Chinese student class explains the range and depth of the repercussion of May 30th on the nation. Along the great line of the Yangtze—at Hankow, Kinkiang, Nanking—and in the North, notably in Peking, significant manifestations of national feeling and a new consciousness occurred. Even to-day, more than a year after the event, the conception of Sergeant Everson's action on May 30th as a massacre persists in the Chinese Nationalist mind. And the sense of wrong engendered in all the greater now that the bloodless handling of a far more dangerous crowd at Shanghai on the first anniversary of May 30th proves that Everson's action was wholly unnecessary as an application of the doctrine of the preventive massacre, i.e., the prevention of the bigger massacre by the mob, which

Lieut. Colonel Hilton-Johnson and other British witnesses at the Shanghai Judicial Enquiry swore would have taken place had Everson not ordered firing into an unarmed crowd of students and others.

Owing to fighting in Canton which enabled the Government to destroy sundry rebel elements and to unify the province, the repercussion of May 30th was not fully felt here before the middle of June, when the real significance and gravity of the occurrence began to be understood. In Peking and elsewhere there was already a realization that an event had taken place which was of the order of acts that create epochs in history. As Canton is the greatest Nationalist centre in the country, it is not strange that May 30th should be envisaged from an uncompromisingly Nationalist standpoint and seen to be a decisive expression of the struggle between the body of economic and political needs and ideas known as Chinese Nationalism, whose chief motive is the achievement of real Chinese independence, and the opposing system of ideas and forces which, deriving their sanction from the long series of treaties dating from the transaction of Nanking in 1842, is known as Foreign Imperialism.

This interpretation of May 30th would naturally find expression here in the form of patriotic demonstrations and other popular manifestations. And it was the driving necessity to express the Nationalist mind and feeling on a profoundly poignant act of tragedy that Canton organized the memorable demonstration of June 23rd. It is indisputable that the procession, which was the central feature of the demonstration, consisted largely of students and school children and was entirely unarmed save as to the Whampoa cadet section who were in ordinary parade attire.

SHAMEEN IMPREGNABLE.

The question as to which side fired the first shot is not a capital issue in view of the actual circumstances of the case and the grim results of the shooting. Neyer in its history had Shameen been so completely and perfectly protected. Separated by its wide canal and sandbagged, barbed-wired, equipped and garrisoned by forces armed to the teeth and supported and covered by the great guns of the foreign warships in the harbour, Shameen was impregnable and absolutely safe even on the incredible assumption that there were any real Chinese intention to capture it. There was no such intention and there could have been none, and the results of the shooting proved it. The British suffered hardly any casualties, but 50 dead and more than 100 wounded Chinese demonstrated afresh the meaning of a struggle between a fortress and a crowd. All the relevant facts of the case support the view that, even if the Shameen firing were done in the first instance in so-called self-defence (which is categorically denied), it was excessive and therefore legally unjustified. That Shameen was, on June 23rd, 1925, in the mood and temper to act violently and excessively appears from the widely advertised letter written by the then British Consul-General on June 22nd but actually received by Mr. Wu Chiao Chu, former Minister for Foreign Affairs, about the hour of the actual shooting on June 23rd. It was sent through the post, not delivered by messenger.

THE BRITISH CONSUL'S LETTER.

After referring to a fantastic story of certain students who had cast lots for the privilege of "posing as martyrs" (which he himself had to suggest "might be the figment of a fertile imagination"), the British Consul-General went on to declare that "if, on the other hand, it have any solid foundation in fact and should action of the kind be contemplated and take place, I have the honour solemnly to warn the Government of

Kwangtung through you as their Foreign Secretary that any attempt to penetrate on the Foreign Concession at Shameen will be resisted by force of arms, and that for the consequence the Government will be held individually and collectively responsible." And he added that "due precautions are, however, being taken to guard against acts of mob violence, such as have occurred at Chinkiang, Kiukiang, and Hankow, and should unfortunately they occur here, the blood of those who call upon crowd psychology to commit deeds of violence will be on their own head." It is plain that this is the language of one who, having envisaged the possibility, if not the certainty, of shedding the blood of Chinese on June 23rd, 1925, would hardly be able to restrain armed and inflamed men under his orders from doing some bloodletting on the occasion. In other words we read the letter as a frank avowal of the British Consul-General's intention to do what Everson had already done at Shanghai or (we say this in a purely historical sense) General Dyer at Amritsar, i.e., action based on the doctrine of the preventive massacre which specialists of strong and drastic action are wont to advise as a magical operation with "Oriental" crowds.

THE BLOCKADE OF CANTON.

While there can be no doubt that June 23rd is the direct and immediate cause of the anti-British boycott (and of the intensification and extension of the Hongkong strike), it is certain that the practical blockade which the Government of Hongkong instituted against Canton and the rest of the province was a powerful pre-disposing and, later, continuing factor in the maintenance and enforcement of the anti-British boycott. The Hongkong Governor in Council, it will be recalled, prohibited the exportation of "rice, flour, tinned or preserved foodstuffs, gold and silver coin in amounts exceeding five dollars and gold and silver bullion and bank notes of every description in amounts exceeding five dollars." This prohibition became known in Canton within a few hours of the tragedy of June 23rd, and whatever may have been its actual purpose and aim—it was then interpreted and continued so to be interpreted as a financial and economic blockade of Canton and the rest of the province which had hitherto depended on Hongkong for supplies of rice and other foodstuffs.

In a sense, it may be said that this Hongkong severance of economic relations with Canton suggested the precise form in which patriotic retaliation for June 23rd should express itself. And if the anti-British boycott did not soon follow the course of other apparently similar manifestations of popular feeling in the past, one of the main reasons was that the movement came immediately to be envisaged as a means of effective defence against what Chinese Nationalists were led to understand as a British attempt, based on Hongkong, to starve and crush Canton as the centre of Nationalist doctrine and activity.

But there is a more concrete reason why the anti-British boycott has been so long sustained. It is on record that my Government made repeated attempts to have the question of June 23rd settled.

And in reply to one of these attempts, the then British Consul-General stated that his Government could not entertain the demands formulated for a settlement of the question. These demands were conceived and formulated in the unusual circumstances immediately following the shooting of June 23rd, and they included terms which my Government, actuated by a sincere desire to arrive at a satisfactory settlement, is prepared to review in order that nothing incompatible with the real dignity and interest of Great Britain as a trading Power in China shall continue to obstruct the path of settlement.

Before communicating these new terms of settlement, we wish to have the views of the British delegation on this presentation and definition of the anti-British boycott issue.

PROPERTY SALE.

At the China Auction Rooms, yesterday afternoon, an excellent price was realised for leasehold property, known as No. 6, New Praya, Kennedy Town, and situated upon the remaining portion of Section B of Marine Lot No. 245, which was sold by Mr. E. V. M. R. de Sousa, by order of the mortgagees.

There was an advance of no less than \$23,000 on the upset price, which was \$50,000. Bedding progressed by stages of \$500, and when the figure of \$73,000 was reached, Mr. Fok Pak Yiu became the purchaser.

The property has an area of 7,809 square feet or thereabouts, and the annual Crown rent is \$37.47.

THE CONFERENCE AND LABOUR.

CHIANG KAI SHEK REPEATS HIS ORDERS.

STRICT INSTRUCTIONS TO THE POLICE.

DEPARTURE FOR SHUIKWAN.

[FROM OUR CHINESE CORRESPONDENT.]

Before General Chiang Kai Shek completed his arrangements for a tour of the Shuikwun and other North River districts in Kwangtung yesterday, he renewed an order instructing the Canton Chief of Police to prevent any interference by labour unions with the Canton-Hongkong conference now in progress for the settlement of the boycott.

Reports from sources outside of the Kuomintang state that some misunderstandings have arisen between the commanders now in Shuikwun preparing for departure for Hunan, and that the presence of General Chiang Kai Shek there is necessary to remove dissatisfaction over questions of precedence and power.

General Chiang Kai Shek, accompanied by a large staff, was to have left yesterday for Shuikwun, but it is not believed that he will proceed to the Hunan front immediately. He has made no arrangements for an acting chairman of the Military Council of the Kuomintang of which he is the head. If he proposed to be away from Canton for any considerable length of time, he would undoubtedly have appointed a substitute for this important post.

A trip to Shuikwun and return to Canton may be made within 14 hours, if necessary. Ordinarily there is only one train to and from Shuikwun daily.

It is necessary to take silver to Hunan for the Northern Expedition and for this purpose aid from the native banks is required. As a consequence the Canton money market, inactive for some time, is now returning to its normal aspect. Besides sending silver to Hunan, the Canton banks are also providing \$8,000,000 or more in specie for the silk centres near the city where payment for cocoons is usually made in cash.

Apart from the loan of \$500,000 from the General Chamber of Commerce the other day, General Chiang Kai Shek has now asked General Li Fuh Lin, officer commanding the 5th Army with headquarters at Honan, to raise \$200,000.

LABOUR UNION'S CONFLICT.

A conflict between the two dominant sections of the "workers" in Canton is still feared notwithstanding the precautions taken by the Police to prevent it. Mr. Chan Sum, whose arrest was the immediate cause of the trouble, has issued a statement urging that the dispute be left to the Kuomintang authorities and deploring any attempt on the part of his comrades in the Central Labour Union to take the law into their own hands. The Central Labour Union, it is said, have already made provision for the payment of \$500 to \$2,000 to each worker wounded in struggles on behalf of the Union.

THE CONNAUGHT ROAD MURDER.

FURTHER EVIDENCE YESTERDAY.

The case in which a former office "boy" of the China Commercial Company, admits killing a fellow employee, a mailing clerk, in a rear cubicle of the first floor of the B.A.T. Building, Connaught Road Central, where the China Commercial Company have their offices, was continued at the Central Magistracy yesterday afternoon, before Major C. Willson, when the man appeared in further answer to the charge of murder preferred against him.

The opening of the case was reported in yesterday's *Daily Press*, and the evidence given yesterday afternoon bore out the outline of the case given by Mr. T. M. Hazlerigg (Assistant Crown Solicitor) the previous afternoon.

It was stated that blood was found on clothing discovered on top of a cupboard, the clothing being that usually worn by the prisoner as night attire. A wash basin also gave evidence to the effect that he brought back some clothes from the wash, which was missed when a search was made, and part of which was subsequently found at a pawnshop, and more on the person and in the possession of prisoner when he was arrested in Macao.

After hearing other witnesses, Major Willson adjourned the case for further hearing on Tuesday afternoon.

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SONG AND DANCE ANNUAL

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Only well-matured Virginian tobacco used. On sale at all tobacconists.

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NEW ADVERTISEMENTS.

NOTICE OF REMOVAL.

FROM the 20th JULY, 1926, Our New Address will be
PRINCE'S BUILDINGS,
 1, Des Voeux Road Central
 (Formerly occupied by the Russo-Asiatic Bank).
THE YOKOHAMA SPECIE BANK, LIMITED,
 C. ARIMA,
 Manager.

[3804]

NOTICE OF REMOVAL.

WE HAVE THIS DAY REMOVED Our Office to the 4th Floor of the FRENCH BANK BUILDING.
CREDIT FONCIER D'EXTREME-ORIENT.
 Hongkong, 28th July, 1926. [3808]

NOTICE.

THE S.S. "CALULU" will be Despatched for
MANILA, ILOILO, SANDAKAN, BALIKPAPAN, RABAU, SYDNEY, MELBOURNE & ADELAIDE.
 on or about 5th AUGUST.
 For Freight, Passages and further Particulars Apply to—

DODWELL & CO., LTD.,
 Agents,
 AUSTRAL-CHINA NAVIGATION CO., LTD.
 [3809]

NOTICE.

HONGKONG WATERWORKS.
 IT IS HEREBY NOTIFIED that, Owing to DAMAGE caused to the WATERWORKS, the Public are Recommended TO BOIL ALL WATER Used for Potable Purposes until Further Notice.
HAROLD T. CREASY,
 Water Authority.
 Public Works Department,
 Hongkong, 21st July, 1926. [3801]

HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND OF TWO DOLLARS Per Share for the Six Months ending 30th JUNE, 1926, will be Payable on THURSDAY, AUGUST 5th, on which Date Dividend Warrants may be obtained on application at the Company's Office, 11, QUEEN'S ROAD CENTRAL.
 The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 22nd JULY to WEDNESDAY, the 4th AUGUST (both days inclusive), during which period No Transfer of Shares can be registered.
 By Order of the Board of Directors,
H. A. RODGERS,
 Acting Secretary,
 Hongkong, 14th July 1926. [3780]

FOR RENT—16, ASHLEY ROAD, Kowloon, Central, near Star Theatre. Six Rooms, Verandah, Two Open Air Roofs, Small Yard, Immediate Tenancy. Hongkong Small Investors Share & Real Estate Co. Tel. C. 4630. [132]

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FELIX VILLAS.—At the TERMINUS of the new BUS SERVICE, European residences equipped with modern sanitation, electric light, gas, as well as garage and complete 3 rooms, 4 bathrooms, servants' quarters, etc., at \$150 and upwards. These comfortable residences on MOUNT DAVIS ROAD, face South and are situated in one of the most delightful localities in Hongkong. Apply to the HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [3429]

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 ART & CURIO EXPERTS.
 TEMPORARILY REMOVED
 TO
ST. GEORGE'S BUILDING,
 CHATER ROAD, 2ND FLOOR—LEFT—
 All are Cordially Invited to View our FINE COLLECTION. [419]

FOR TENANCY.—"ANCHORAGE," No. 9, MAGNIFICENT GAP ROAD—\$275. Furnished. HOUSE near GLENVIEW HOTEL. Nine Rooms—\$400. "DEBBINGTON," Nine Rooms. Two Tennis Courts—\$450 plus Taxes. Ground Floor FLATS, CAMERON ROAD, near KINGSLAND—\$115. Houses & Flats Also Required. HONGKONG Small Investors Share & Real Estate Co. Tel. C. 4630. [131]

FOLKESTONE.—Best Position. Comfortable Furnished Third Floor FLAT (No. 118)—TO LET NOVEMBER TO MARCH—Three Bedrooms, Two Sitting Rooms, Bath Room, Kitchen, etc. 34 Guinea Per Week. Trustworthy Maid (Good Plain Cook) Can be Left if Required. Write Box 3722, c/o Hongkong Daily Press Office. [3722]

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SHOP ON MAIN STREET Central District and OFFICES in King, York, QUEEN'S BUILDINGS and 122 House Street. Apply HONGKONG LAND INVESTMENT & AGENCY CO., LTD., 11, Queen's Road Central. [3795]

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 3736, Alexandra Building.

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FOR TENANCY. New Mid-level FLATS. Easily Reached. Four Rooms, Separate Quarters, Modern Bathroom, Hot Water, Pipes, Flush System, Gas, Electric Light, Occasional Use of Tennis Court, Ground Floor—\$150. Other Floors—\$200. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. Tel. C. 4630. [99]

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BIRTH.
 DE LUZ.—On July 13th, at the International Hospital, Hankow, to Mr. and Mrs. C. DE LUZ, a son.

DEATHS.
 COOKE.—On July 17th, at the General Hospital, Shanghai, DAVID ROBERT COOKE, Chief Clerk and Official Receiver, H.B.M. Supreme Court, Shanghai, aged 37.

HAMILTON.—At Portsmouth, England, on July 22nd, 1893, THOMAS A. HAMILTON, late of the Royal Army Ordnance Department, Hongkong. [3807]

Hongkong Office: 14, Chater Road.
 London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 24TH, 1926.

THE EDUCATION OF CHINESE.

The controversy which is proceeding in *The Times* just now between two former members of the Education Department in this Colony calls attention once more to our educational aims.

On the one hand, the Chinese are being urged to go back to the vernacular studies, to study Confucius and Mencius, and meditate on the "Way of Life." Not only that, but above all things they must eschew Western ways and Western learning, for that is the road to perdition! The Chinese student must know his classics, in spite of the revolution or the deliberate turning of the back on the old system. On the other hand, Mr. CAVALIER points out the obvious truth that a revolt against the old system has taken place and cannot be ignored.

Now, revolutions as a rule swing the pendulum too far, the distance depending on the degree of hatred for the preceding conditions. There is, after a time, a tendency to retrace the steps, because the saner elements begin to assert themselves, and so achieve a balance: for, as a rule, it is soon realised that what has been forsaken, is not entirely bad, nor is the new so entirely good. Adjustments are therefore made and equilibrium is regained. This appears to be the position with regard to Chinese education to-day. What seems to be forgotten is that modern education in China as elsewhere cannot be dissociated from political and economic conditions. It does not direct these phases of the nation's activity, but is rather subservient to them.

If the Chinese are to forsake the modern way, and revert to the classic system, it would surely be necessary to re-establish the ancient examinations for the purpose of selecting the mandarin and official class generally; for it must clearly be understood that the Chinese studied the ancient classics in the past, for precisely the same reason that, broadly speaking, Englishmen studied the classics at Oxford and Cambridge, namely, to qualify for various posts.

Now, modern science is enthroned in Europe, and more importance is attached to a scientific knowledge of matter, rather than of men. Higher marks have been awarded this subject in examinations and, as a consequence, classical enthusiasts have become fewer in number. Government appointments are no longer either in England or in China given exclusively to the Classicists. The point is, can the classics be revived in China without at the same time providing an outlet for those so trained. Only for the very few can learning be an end in itself. Education must—normally—be a preparation or a training for some sphere of useful activity.

How then can a former official who secured his own post, not by a profound study of his own language, but by the study of a foreign classic, conscientiously persuade a Chinese to forsake the study of a modern classic—English—a knowledge of which might lead to a corresponding position of importance in his own country if not in Hongkong, and this, apart from the fact that it opens up the road to Western scientific method, a rich literature, and Western philosophy—surely, no mean objects for the student to acquire.

This Chinese must, of course, know his own language, but we must be careful to avoid the charge of hypocrisy in requiring him to pursue his classical studies for culture only, while we combine, or at least have combined our cultural studies of Latin and Greek (not our language, English) with an eye to future promotion. The Chinese presumably understand the importance of their own language. It is hardly necessary for such an obvious truth to be mentioned to them. We should think it strange, if, while we were studying French, the French teacher kept harping upon the importance of English studies, and indicated that his services would be no longer at our disposal. As Englishmen, we might not resent such remarks, but we should probably suspect the man's sanity. The fallacy of course lies in the assumption that a Chinese, who has an ardent desire to acquire a knowledge of English, is in danger of becoming depraved or at least of neglecting his own language and his own native culture. The truth is that a knowledge of English helps to a better understanding of Chinese and provides the student with new standards of comparison wherewith to measure the value of the content of his own classics. It also opens up the path to a knowledge, which has put Western nations in the vanguard of the world, a knowledge which the Chinese are determined to acquire: whether we wish them to have it or not. But, after all, why should we attempt to dictate to them in a matter about which they themselves are well qualified to judge. It is somewhat presumptuous and quite unnecessary.

Mr. Tang Shao Yi, the veteran Chinese statesman and diplomat, has gone to Nanking.

The search by Professor Langner, the telepathist, for an article hidden in the City will take place on Monday afternoon.

Among the passengers, arriving by the s.s. *Ranpura* yesterday from North China, were Major-General C. C. Luard, C.B., C.M.G., and Mrs. Luard.

The total output of the Kailan Mining Administration's mines for the week ending July 10th amounted to 48,331 tons and the sales during the period to 50,980 tons.

The concert advertised to take place at the Taikoo Club to-night has been postponed on account of the damage caused to the roads in the vicinity by the recent storms.

The return, with regard to notifiable diseases, during the 24 hours ended July 23rd, states that there was one case (Chinese) of paratyphoid and one case (Chinese) of cerebro-spinal fever.

During the absence on leave of Mr. A. K. Mackenzie, the duties of Hon. Secretary of the St. Andrew's Society will be carried out by Mr. E. O. Sutherland, c/o Messrs. Palmer & Turner.

Amongst the passengers who left by the *Empress of Russia* were Mrs. A. Dyer Ball, Mr. and Mrs. D. W. Trautman, Mrs. W. C. Passmore, Mrs. P. R. Warren, Mr. A. E. Wood, Mr. A. K. Mackenzie and Mr. F. C. Goodman.

The Rev. John Watson, M.A., of Carden-place, Aberdeen, for 46 years foreign missionary with the English Presbyterian Church at Amoy, and one of the pioneer missionaries in the Fokien Province of China, left personal estate in Great Britain £1,195.

Nominations for the vacancy caused on the Legislative Council by the absence of Sir Henry Pollock, K.C., who represents the Justices of the Peace, closed on Thursday. The only nominations were Mr. C. G. Alabaster, K.C., and Dr. W. Y. M. Koch. The election takes place at the Registrar's Office, Supreme Court, on Monday afternoon.

We regret to learn by cable of the death of Mrs. Percy Morris. Mrs. Morris was formerly Mrs. Johnstone, mother of Mr. John Johnstone, former head of Ewo in Shanghai, and of Mrs. N. W. Hickling, to both of whom our sympathy is extended. Mrs. Johnstone stayed in Shanghai for several months a few years ago.—*N.C. Daily News.*

It was stated earlier this week, in connection with the report of Monday's storm, that the bursting of a nullah at West Point had the effect of undermining a house, from which the occupants had to be rescued by the police and the house shored up. It was learned yesterday that the basement of another house in the same vicinity has now dropped one foot or so below the ground level. The occupants of the house, all girls, have vacated the premises.

Before Sir Henry Gollan (the Chief Justice) at the Supreme Court yesterday, Mr. H. G. Sheldon applied, on behalf of Messrs. Nickel and Lyon, for extension of time to file share allotments. He explained that the firm was registered in Hongkong, but carried on business solely in Kobe, Japan. A large number of shares were not filed, this being solely due to omission, and as soon as it was pointed out by the Hongkong registrar, the error was immediately rectified. Extension for seven days was granted.

Exciting rescues of both passengers and luggage were seen off the Praya at about eleven o'clock yesterday morning, after the capsizing of a passenger boat. According to a report, a cargo sampan was sailing from east to west in the Southern Fairway when she was overtaken by the steam launch *Hoi Hong*, which had two passenger boats in tow. A strong gust of wind caused the sails of the cargo boat to become entangled in the mast of one of the passenger boats. The latter craft was capsized and precipitated its passengers into the water. No lives were lost, however, and a large quantity of the luggage which had gone overboard was also recovered. Later, the sampan was seen in tow some four feet under water.

The wooden structure for bringing earth down from the ridges at Stubbs Road, above the Young Wo Nursing Home, Happy Valley, which was partly destroyed on Monday, was blown away in Thursday's gale.

A confiscation order was made, at the Central Magistracy yesterday, in regard to seventeen pistols, 960 rounds of ammunition and 30 tael of opium, which were seized in an empty sampan at Yau-mati, on June 29th.

Mr. Percy H. Suckling, of the Hongkong and Shanghai Hotels, Limited, returned to Shanghai from California with Mrs. Suckling on the str. *President Wilson* during the week-end. They are staying at the Majestic Hotel.

HOME MAILS.

A total of 1,000 bags of mail arrived at the Post Office yesterday morning, the details being as under:

The P. & O. steamer *Macedonia* had a total of 261 bags of which 95 were letters and papers, London, June 24th and 161 bags of parcels from London.

U.S.A. Honolulu, Japan and Shanghai mail by the s.s. *President Wilson* amounted to 274 bags.

The P. & O. steamer *Kashmir* from Shanghai brought 204 bags. Included in this mail were 13 bags from Europe via Siberia.

Mails also arrived from the North by the P. & O. steamer *Ranpura*, and the *Seechuen*.

FLOATING BODIES.

THE SEA GIVES UP ITS DEAD.

Four bodies, which were in a decomposed state, have been picked up in the harbour. It is thought that these persons were victims of the storm on Monday morning.

One body was that of a child found near Kowloon Dock. Two bodies were picked up at Hunghom, and the fourth was found floating near the Yau-mati Ferry Wharf, Pottinger Street.

The remains were sent to the Mortuary. The condition of the bodies will make identification hardly possible.

CRUDE FORGERIES.

CHINESE ACCOUNTANT CHARGED.

MAGISTRATE'S DOUBT.

At the Central Magistracy yesterday, before Mr. E. E. Lindell, the senior accountant of the Cheong Kee money changing firm, Queen's Road Central, was charged with uttering two forged Hongkong and Shanghai bank notes. Mr. E. S. C. Brooks defended.

A man, who took a \$100 Borneo note to the shop to be changed, alleged that the two forged notes were handed to him as part of his change.

Evidence that the notes were forged was given, the witness stating that the workmanship was crude, and the impression not clear.

Mr. Brooks contended that guilty knowledge of the forgery as well as intent to defraud had to be proved before the defendant could be convicted.

The defendant said he had been employed in the firm for seventeen years. They often bought and sold Borneo notes, but he would not accept a note that was fairly obviously forged. He had never known of any forged notes being retained by the firm. He denied that he gave the forged notes to the complainant, or that he had had possession of them.

The proprietor of the firm gave evidence concerning the defendant's character.

In discharging the defendant, the Magistrate said that he had some doubt as to whether the notes had come from the firm.

BOMBAY WANTS RAIN.

COMPLAINTS OF MOST FEEBLE MOONSHIN.

Bombay, June 28th.

After two days' rain, on June 14th and 15th, the monsoon has been most feeble in Bombay for the remainder of the month, which has been one of the most unpleasant experienced during the last decade.

Less than four inches of rain have fallen, compared with 22 inches last year. There has been no sign of the usual monsoon conditions.

TO SAVE STATE.

M. POINCARÉ FORMING NEW GOVERNMENT.

PROBABLE FRENCH CABINET.

[THROUGH REUTER'S AGENCY.]

Paris, July 22nd.

M. Poincaré has reassured the Left groups in Parliament, in the course of an interview with a delegation of the Inter-Party Republican Group, at present comprising about 300 anxious to know if M. Poincaré's government will include their adequate representation. M. Poincaré pointed out that he would be impotent at the Ministry of Finance unless at the same time he headed the Government. He promised to prove that the Government was constituted solely to save the State without thoughts of reprisal.

LATER.

M. Poincaré had a forty minutes conversation with President Doumergue after which he told journalists that he had completed the consultations and would make proposals for the formation of a Government to-morrow.

NEW PRESIDENT OF CHAMBER.

LATER.

M. Herriot has declined to be the Radical-Socialist Party's candidate for the Presidency of the Chamber which he vacated when he became Premier.

LATER.

M. Peret, ex-Minister of Finance, has been elected President of the Chamber.

THE FRANCE.

London, July 22nd.

French francs, closed at 217½ and Belgian francs at 218½.

SHOPKEEPERS AFRAID.

Paris, July 22nd.

Shopkeepers are becoming reluctant to sell goods owing to the fall of the franc. One angrily told a customer, who complained that an order was incorrectly carried out that he would take the goods back rather than correct the mistake as goods were now worth twice the price when the order was given.

People are laying in large stocks of clothing, furniture and coal. There is a boom in motor-cars and other articles that do not depreciate and the preference for investment in foreign securities is becoming more marked on the Bourse and at the banks.

THE MAIN DIFFICULTY.

LATER.

Admittedly, M. Poincaré's Cabinet, though broadly representing the whole Parliament, will not include the Communists or Socialists. M. Poincaré's main difficulty will be to secure the support of at least two-thirds of the Radical-Socialists which is necessary to give him a majority in the Chamber.

Many Radical-Socialists are averse to Poincaré as Premier, though ready to accept him as Finance Minister, but the inclusion of several leading Radical-Socialists in the Ministry should enable Poincaré to overcome this obstacle. All parties to the Right of the Radical-Socialists are solidly behind Poincaré. It is reported that M. Briand will be Foreign Minister.

PROBABLE CABINET.

There is little doubt now but that M. Poincaré's Cabinet will be constituted as follows:—

M. Poincaré, Premier and Minister of Finance.
M. Barthou, Minister of Justice.
M. Briand, Foreign Minister.
M. Sarraut, Minister of Interior.
M. Poincaré hopes that M. Painlevé will accept the portfolio for War, and he is also endeavouring to secure the co-operation of M. Bokanowski, Marin, as representing the moderate elements. No Under Secretaries will be appointed. The foregoing list unites all groups, excluding the extreme Left and the extreme Right.

FRANC STABILIZED.

London, July 23rd.

The franc is steadier, opening to-day at 215 to the £.

FOREIGNERS THREATENED.

Paris, July 23rd.

A crowd last evening collected at a point on the Boulevard where motor-coaches assemble for the daily tour of the capital, and hooted foreign passengers. The demonstrators were so threatening that the passengers were compelled to descend. Finally two coaches succeeded in pushing their way through the people barring the road.

The police were summoned and excited British and American tourists from the crowd.

THE NEW CABINET.

Paris, July 23rd.

M. Poincaré has formed his Cabinet. The portfolios of M.M. Poincaré, Barthou, Briand and Sarraut are as forecasted. Other portfolios are:

M. Herriot, Public Instruction.
M. Leygues, Marine.
M. Painlevé, War.
M. Tardieu, Public Works.
M. Marin, Pensions.
M. Peret, Colonies.
M. Bokanowski, Commerce.
The portfolios of Labour and Agriculture have not yet been allotted.

BRITAIN'S DEBT TO U.S.

STATEMENT ISSUED BY BRITISH TREASURY.

[THROUGH REUTER'S AGENCY.]

London, July 22nd.

The British Treasury has issued a statement replying to the United States' Treasury statement alleging that British borrowings from the United States during the war were largely for commercial and not for war purposes.

After re-affirming that the money borrowed was spent for the purpose of war, it declares that, but for the fact that the United States did not feel able on entering the war to relieve Britain of the burden of covering the sterling requirements of her continental Allies, Britain would have been able to meet from the resources she placed at the disposal of the Allies her expenditure in America and, in all human probability, the statement concludes that the facts set forth therein show that no case for discriminating against Britain can be founded upon her use of the money borrowed from the United States for the prosecution of the war. Britain had not complained at the adverse discrimination with which she had been treated, but when the reasons assigned for such discrimination clearly arise from misconception of the facts, it was necessary that corrections of fact must be made.

WAR-TIME COMMERCIAL DEBT.

HONGKONG & SHANGHAI BANK'S SUCCESSFUL CLAIM.

London, July 23rd.

Before the Anglo-German Mixed Arbitral Tribunal which deals with the settlement of war-time commercial debts, the Hongkong & Shanghai Bank established a claim against Giesel & Co. for Shanghai Tael 7,107.62 with interest, in respect of bills of exchange.

The Tribunal held that the proper date for ascertaining the rate of exchange for converting the amount payable in Shanghai taels was the date on which the debt became payable. Furthermore, the creditors were entitled to recover the amounts of bills converted into Shanghai taels on the dates when the bills were dishonoured by non-acceptance.

No award was made respecting costs.

MR. MELLON IN FRANCE.

DECLINES TO MAKE A STATEMENT.

Cherbourg, July 23rd.

Mr. Mellon has arrived. He declined to express an opinion on Mr. Churchill's statements. He says he is holiday-making.

HOLLAND'S QUEEN.

REPORTS CONCERNING HER ILLNESS EXAGGERATED.

Amsterdam, July 22nd.

The Geneva correspondent of *De Telegraaf* states that reports of the health of the Queen of the Netherlands, who is ill with bronchitis at St. Beatenberg, Switzerland, where she has been holidaying, are satisfactory, but that Professor Otto Naegeli, of Zurich University, was summoned to St. Beatenberg yesterday.

MUCH BETTER.

Bern, July 22nd.

The Queen of the Netherlands is much better. Reports that she had severe bronchitis were greatly exaggerated as she had only contracted a slight chill.

COBBHAM'S FLIGHT.

Allahabad, July 22nd.

Alan Cobham has arrived here.

Calcutta, July 23rd.

Cobham has arrived here.

[REUTER'S AMERICAN SERVICE.]

AMERICAN HEAT WAVE.

NUMEROUS DEATHS REPORTED IN NEW YORK.

New York, July 22nd.

The city is struggling to survive the unprecedented heat wave. The temperature is above 80. There have been numerous cases of heat-stroke and some deaths by drowning.

MORE DEATHS.

New York, July 23rd.

The City is sweltering under the heat wave, the temperature being 87 in the shade. There were seven deaths yesterday.

TERRIBLE AMERICAN FAR EASTERN CABLE TRAGEDY.

WOMEN AND GIRLS KILLED IN CHARABANG SMASH.

FATAL DAY'S OUTING.

[REUTER'S AMERICAN SERVICE.]

New York, July 23rd.

Eight women and two girls were killed and 32 people injured, some fatally, by the capsizing of a charabanc which a number of Brooklynites had engaged for a day's outing on the banks of the Hudson River, to escape from the stifling town during the heat wave.

AMERICAN TUBE STRIKE.

MEN ADVISED TO ASK FOR REINSTATEMENT.

New York, July 23rd.

Mr. Lavin, the leader of the Underground motormen and switchmen who have been on strike since the 7th inst., declares they have lost, and advises them to march to the Company's yards to-day and ask for reinstatement.

BIG MERGER.

AMERICAN STEEL CORPORATIONS AMALGAMATE.

Cleveland (Ohio), July 23rd.

A merger is announced between the Central Steel Company, of Massillon, and the United Alloy Steel Corporation, of Canton (Ohio), under the title of the Central Alloy Steel Corporation. The assets exceed \$80,000,000.

OBITUARY.

COLONEL WASHINGTON AUGUSTUS ROEBLING.

New York, July 23rd.

The death is announced of Colonel Washington Augustus Roebling, the well-known American engineer, and builder of Brooklyn Bridge.

AMATEUR AIRMEN'S PICNIC TOUR.

ROUND SOUTH ENGLAND FOR 21.

Nine men and one woman made history by doing a 180 miles club-run round South England in their own light air-planes.

They left Edgware just before noon in five light air-planes, a pilot and passenger to each. They landed at Cowes, Isle of Wight, had tea at Shoreham, near Brighton, and arrived home in time to motor up to town for dinner.

"We covered about 180 miles," said Sir John Rhodes, one of the pilots, over the inevitable cigarette which follows an airplane flight. "The sixty-five back from Shoreham I did in sixty minutes," he added with pride. "It was a nice, comfortable sort of trip."

Mrs. Elliott-Lynn, the woman of the party, repeated these sentiments when she landed five minutes later. Her own machine is undergoing repairs, and she flew as a passenger of Captain de Havilland.

The machines used were three Moths and two Avros. The average cost of the flight to each individual owner after allowing for petrol and oil worked out roughly at £1.

THIEF WHO DRUGGED HIS VICTIMS.

ARRESTED MAN CONFESSES TO A £200,000 COUP.

Madrid, June 21st.

The thief who drugged all the guests sleeping on the first floor of the Hotel Nacional in Madrid last year, and robbed them of jewellery and money to the value of £5,000, has been arrested by a British detective in Barcelona.

A great sensation was caused by the robbery because the hotel had been opened only a few days previously.

Hotel servants, watchmen, and all the habitual criminals known to the Madrid police were arrested and questioned, and even the services of international police were enlisted, but the thief could not be traced.

A jeweller in Brussels whose premises had been entered by a burglar engaged the British detective, and the burglar, Emilio Navarro, responsible for the robbery, was discovered to be the man wanted for the thefts in the Hotel Nacional. He declares that he went to South America after that successful crime and stole £200,000 from an hotel in Rio de Janeiro. Later he went to Brussels to carry out another lucrative coup.

CAFÉ PARISIEN FRACAS.

MRS. TAYLOR'S STORY OF ALLEGED ASSAULT.

MR. DURAND'S EVIDENCE.

That she was abused and kicked by Mr. Durand, part proprietor of the Café Parisien, after she had slapped his face for the expression he had used towards her, was the allegation made by Mrs. Taylor, wife of the former manager of the Café, at the Central Magistracy yesterday afternoon. The fracas between the proprietor, manager and Mrs. Taylor on the night of celebrating the French National Day, was being further considered.

Mr. Durand also went into the witness box. He denied the alleged assault, and stated that Mr. Taylor, the manager, and Mrs. Taylor were found to be most unsuitable for their work from the moment they arrived at the Café from Shanghai.

The case is one in which Mr. L. G. Taylor, formerly manager of the new Café Parisien, is charged with disorderly conduct on 14th-15th inst.

Five charges in connection with the same incidents are preferred against Mr. J. L. Durand, who is a partner in the café with Madame Flint. These charges allege assault, abusive language and disorderly conduct and are brought by the Police, and Mr. and Mrs. Taylor.

Mr. Taylor, recalled to the witness box, was questioned by Mr. Hugh Jones (who appears for Mr. Durand). He said that the sailors who entered the Café about mid-night on the 14th inst. had no drinks there. He admitted that as it was closing time it was his duty as manager to see that they left the Café, and that, as a matter of fact all people were supposed to leave as soon after mid-night as possible, and that no drinks could be served after that hour. Mr. Taylor added that the sailors left the Café without any trouble and as soon as they were requested by him to do so.

NEVER BEEN CHARGED.

"I would like to state," said Mr. Taylor, "that although I have been in China since 1914 I have never been charged with any offence, and I have never been in a Police Court before, either in China or elsewhere."

Mrs. Taylor was then called. Giving evidence, she referred to a conversation with Madame Flint (part proprietor of the Café Parisien) on the 14th inst. and said that Madame Flint told her she was no use and that she was not wanted. Witness refused to accept dismissal from Madame Flint, and interviewed Mr. Durand, asking him for a formal letter of dismissal. He replied: "By and by. I will give you fifty pages, if you want it."

KICKED IN THE STOMACH.

Mrs. Taylor then went on to recount how, during the night of the 14th inst., she again asked Mr. Durand for the letter of dismissal. He used abusive language toward her. She asked him to repeat the expression he had used; and when he did so she slapped his face. Mr. Durand then, stated witness, kicked her in the stomach and attempted to kick her twice afterwards. While doing so, he said "Get out of the Café." She told him she wanted the letter, and he called to a Madame Landau to come upstairs with him while he wrote it.

Witness said she then called her husband and told him that Mr. Durand had abused her and kicked her. Mr. Taylor asked where he was and rushed upstairs. A little later, Mr. Durand rushed downstairs and coming up to her grabbed at her.

BLOOD ON DRESS.

At this point Mr. Taylor produced a dress which he said his wife wore on the night in question, and on the collar of which there was blood. He stated that the dress had been in the custody of the police since the morning following the occurrence.

Mrs. Taylor then recounted the struggle in the street, which followed, between Mr. Taylor, Mr. Durand and the European Police Sergeant.

On the matter of the police sergeant having stated that she smelt of drink, Mrs. Taylor said this was not correct. She had shared a bottle of champagne with two gentlemen at dinner, and then went to see "Harold Lloyd" at the pictures. On returning to the Café she shared another bottle of champagne with four others. She was absolutely sober, and in proof of this she stated that she made a coherent statement to the police at 2 a.m.

THE MOST PAYING PART.

Questioned by Mr. Hugh Jones, Mrs. Taylor said she did not remember Madame Flint coming to her at 2.30 in the afternoon and saying she had better take her husband (Mr. Taylor) home, or otherwise he would not be fit for his work in the evening. Witness admitted that Madame Flint might have said it.

In reply to a further question, Mrs. Taylor denied that she had been told by Madame Flint that she was to have nothing to do with the service bar. Mrs. Taylor said she assisted there at busy times.

Mr. Hugh Jones: What do you consider the most paying part of the Café, the selling of cakes or drinks?—Mrs. Taylor: I suppose the drinks. Asked by Mr. Hugh Jones, if she pushed the sale of drinks and tried to get people to buy as much as possible, witness replied that they got all they wanted.

DID NOT BOAST.

Mr. Hugh Jones: Did you make a boast that you had sold \$200 worth of champagne that night for Mr. Durand?—Mrs. Taylor: Certainly not.

Mr. Hugh Jones: And if a witness makes that statement?—Mrs. Taylor: I should say it was a lie.

Mr. Hugh Jones: And would you say that the rest of the evidence of that witness was a lie. That witness is one of your own witnesses?—Mrs. Taylor: I do not say that one of my witnesses cannot tell a lie, but I could not make such a boast of selling \$200 worth of wine that night. This is not a cabaret, it is a café. I do not take the wines around on a tray.

Sub-Inspector Phillips gave evidence to the effect that when Mrs. Taylor made her statement to the police she was quite coherent.

Mr. Taylor stated that on the question of the amount of drink he had consumed on the night in question, Dr. Black could give evidence, if called, that a man with his body in the state his was in could not drink the quantity of alcoholic drink that it had been suggested he had.

Madame Landau, who was recalled, was questioned regarding Mrs. Taylor and the amount of champagne she was said to have sold. Madame Landau said that all she heard Mrs. Taylor say was that she had brought in business for over \$100 worth of champagne.

NOT A "WET" EVENING.

Evidence was given by a Mr. Rowe that he was one of the guests of Mr. Durand at the Café on the night the 14th. Mr. Durand was, at no time during the evening, intoxicated, and signed for all the drinks of the guests at his table, as well as ordering drinks consumed upstairs.

In answer to Mr. Taylor, witness said that he had been in the Café several times, but had never seen Mr. Taylor intoxicated.

Mr. Lindsell: I suppose it was a very "wet" evening?

Witness: I would not say so.

Mr. Lindsell: What! French National Day and you would not say it was a "wet" evening?

Witness: I would not say it was.

Mr. Lindsell commented that "opinions differed."

Another guest at Mr. Durand's table corroborated the evidence given by Mr. Rowe.

MR. DURAND'S EVIDENCE.

Mr. Durand, giving evidence, said he was a partner with Madame Flint in the Café Parisien. He proceeded to relate details regarding a dinner and dance given to employees on the night of the 9th, and said it was prematurely terminated through Mrs. Taylor. As soon as Mr. and Mrs. Taylor arrived from Shanghai they were found to be unsuitable. They had been unsuitable ever since.

Referring to Mrs. Taylor, Mr. Durand said he had been asked by Madame Flint to give Mrs. Taylor a letter authorising her to look after the linen, etc., and not to have anything to do with the service bar, as Madame Flint did not like it. He had never given her a letter of dismissal, and at no time had he given either Mr. Taylor or Mrs. Taylor notice of dismissal.

KICKING DENIED.

Referring to the alleged kicking of Mrs. Taylor, Mr. Durand denied that he kicked her. He said he pushed her away when she slapped his face.

He related how Mr. Taylor attacked him with a chair in his office, and remarked that he did not want to have any trouble with Mr. Taylor, as he (Mr. Durand) could break Mr. Taylor in two.

The blood on Mrs. Taylor's dress was from the injury to his hand. Witness also denied striking the police sergeant, and said that as he himself was a special constable he would not think of doing so.

After further evidence, his Worship adjourned the case for further hearing on Monday afternoon.

PARTIES AT THE SUMMARY COURT.

At the Summary Court in the morning, before Mr. Justice Wood, Mr. and Mrs. Taylor severally sued Mr. Durand for breach of contract.

Mr. Taylor claimed \$950, and Mrs. Taylor \$698.12. These sums included wages, board, and fares from Shanghai to Hongkong.

Mr. Vaux, who appeared for Mr. Durand, asked leave to file a counter claim.

Replying to his Lordship, Mr. Vaux said that Mr. Durand counter-claimed because Mr. and Mrs. Taylor had left his service without giving notice. Leave for filing the counter-claim was given, and the hearing was fixed for next Wednesday afternoon.

SHIPPING NEWS.

ARRIVALS.

July 21st.
President Wilson, American str., 8,229 tons, Capt. Henry Nelson, from San Francisco via ports, with a general cargo, lying at Kowloon Wharf.—Dollor S.S. Line.

July 22nd.
Jade, French str., 386 tons, Capt. P. Maternati, from Port Bayard, with a general cargo, lying at buoy No. 1.—Shun Cheong S.S. Co.

July 23rd.
Cannaryshire, British str., 5,353 tons, Capt. H. S. Gullston, from Dalny and Shanghai, lying at Admiralty Wharf No. 1.—Jardine, Matheson & Co.

Yokohama Maru, Japanese str., 4,393 tons, Capt. T. Takahata, from Singapore, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Glenfiddich, British str., 4,321 tons, Capt. H. J. Henderson, from London and Straits and Singapore, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Kashmir, British str., 3,531 tons, Capt. R. H. Stringer, O.B.E., R.N.R., from Yokohama and Shanghai, with a general cargo, lying at buoy No. 1.—Mackinnon, Mackenzie & Co.

Kingman, British str., 1,543 tons, Capt. C. Harris Walker, from Bangkok with timber and rice, lying at buoy No. 11.—B. & S.

Luisa Nielsen, Norwegian str., 4,283 tons, Capt. J. M. Yelde, from Manila and Cuba, with a cargo of sugar, lying at buoy No. 131.—Jardine, Matheson & Co.

Macedonia, British str., 11,119 tons, Capt. C. T. E. Dayas, from London, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Benbow, British str., 19,585 tons, Capt. King, from Shanghai, with a general cargo, lying at buoy No. 11.—Mackinnon, Mackenzie & Co.

Talpa, British str., 3,154 tons, Capt. C. G. Cocklin, from Calcutta and Singapore, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Fortress, British str., 4,134 tons, Capt. T. W. Quirk, from Yokohama and Shanghai, with a general cargo, lying at buoy No. 13.—B. & S.

CLEARANCES.

July 21st.
Cannaryshire, for Singapore.

Yokohama Maru, for Shanghai.

Kashmir, for Singapore.

Luisa Nielsen, for Singapore.

Macedonia, for Shanghai.

Benbow, for Shanghai.

Talpa, for Singapore.

Fortress, for Singapore.

SHIPPING NOTES.

At the Marine Court yesterday, before Lieut. Commander G. F. Hole, R.N., the master of the steam launch *Alma* and the master of the motor launch *Wing Lee* were each fined \$5, for mooring alongside the s.s. *Talpa*, being on the outside of two other launches.

The master of the s.s. *President Wilson* (American) from San Francisco and Shanghai, reported to the Harbour Office yesterday that during the voyage to Hongkong, there was one death among the deck passengers.

The master of the s.s. *Talpa* (British) from Calcutta and Singapore reported that one of the 436 deck passengers on his vessel committed suicide by jumping overboard.

A notice in the Harbour Office states that the Port of Paoi has been declared by the Superintendent of Customs and the Treaty Port Consuls to be a plague-infected. All vessels arriving from there will be governed by the Sanitary Regulations for the Port of Shanghai.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 1,475, of which the s.s. *President Wilson* (American) from San Francisco and Shanghai carried 255, the s.s. *Hydrangea* (British) from Kwang Chow Wen 228, and the s.s. *Talpa* (British) from Calcutta and Singapore 993.

WEATHER REPORT.

Last night's weather report, forecast and remarks issued by the Royal Observatory stated:

The typhoon is settling up and now appears as a depression over S.W. China. Forecast:—S.E. winds, fresh to moderate, overcast, occasional rain.

RIVER LEVELS.

Bulletin from

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels (in English Feet) at 9 a.m.

Place of Observation	Highest level recorded	Lowest level recorded	W. I. July 20	W. L. July 21
West River at Shuang	+41.0	0	—	—
North River at Tientsin	+23.7	0	Rising	+13.6
North River at Samshui	+21.3	-5.0	+9.0	+9.9
East River at Fekling	+15.2	-3	+6.5	+9.0

HONGKONG SHIPPING.

Yesterday's shipping statement showed the entry of some fairly heavy freights. Although the arrivals consisted of British vessels, with the exception of three steamers, only one-third of the cargo for Hongkong was brought by them, the other two-thirds being in three vessels of other nationalities. With regard to the freight for ports beyond, however, six British vessels carried all save some 3,000 tons, which was in an American steamer. There was a considerable increase in freight, Hongkong cargo being up by over 10,000 tons, and freight for other ports by 13,000 tons odd.

At 9 a.m. yesterday there were 65 vessels in the harbour, of which 37 were British. During the previous twenty-four hours there were eleven arrivals, viz., eight British, one American, one French and one Norwegian. The departures over the same period came to nine, being three British, one American, two Japanese, one French and two Chinese. Clearances came to four, being two British, one Dutch and one Chinese.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday.)

For Hongkong 12,380 tons.
For ports beyond 22,387 ..
Total 34,767 ..

(During the previous 24 hours ended at 9 a.m. on Thursday.)

For Hongkong 1,670 tons.
For ports beyond 9,953 ..
Total 11,623 ..

Of the cargo for Hongkong, British vessels brought 4,814 tons, of which the best entries were 1,062 tons, 1,258 tons and 1,497 tons. A Norwegian steamer brought 6,225 of the remaining 7,569 tons. With regard to freight from ports beyond British vessels carried 19,482 tons, and an American steamer 3,105 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Kashmir (British) from Yokohama and Shanghai with two tons of general cargo, mail and 1,500 tons for ports beyond.

Macedonia (British) from London and Singapore with 1,062 tons of general cargo, mail and 1,363 tons for ports beyond.

Kiangtong (British) from Bangkok with 1,258 tons of rice and timber, and mail.

Fauntleroy (British) from Yokohama and Shanghai with 39 tons of miscellaneous cargo, mail and 1,245 tons for ports beyond.

Glenfiddich (British) from London and Singapore with 956 tons of general cargo and 5,431 tons for ports beyond.

Cannaryshire (British) from Dalny and Shanghai with five tons of general cargo (over carried) and 6,493 tons for ports beyond.

Hydrangea (British) from Kwang Chow Wen with 134 tons of general cargo and mail.

Talpa (British) from Calcutta and Singapore with 1,467 tons of general cargo, mail and 3,387 tons for ports beyond.

President Wilson (American) from San Francisco and Shanghai with 631 tons of general cargo, mail and 2,163 tons for ports beyond.

Jade (French) from Port Bayard with 116 tons of general cargo and mail.

Luisa Nielsen (Norwegian) from Puerto Tarifa, Cuba, and Monaca, Cuba, with 6,825 tons of sugar.

Later arrivals yesterday, too late for inclusion in the above returns, were as under:—

Benbow (British) from Yokohama and Shanghai with one ton of general cargo, mail and 1,536 tons for ports beyond.

Yokohama Maru (Japanese) from Calcutta and Singapore with 633 tons of general cargo, mail and 3,879 tons for ports beyond.

CHURCH NOTICES.

St. John's Cathedral, Hongkong.
July 25th, 1926, S. James, 8th Sunday after Trinity.

Holy Communion at 8 a.m.
Matins at 11 a.m.

Preacher:—Rev. G. E. S. Updell.
Evangelist at 6 p.m.

Preacher:—Rev. G. H. Hewitt, M.A.

Union Church—Kennedy Road.
Sunday Services, July 25th:—

Sunday School at 10 a.m.
Morning Service at 11 a.m.

Hymns: 345, 49, 141, 93 and 147.
P.S.A. in Lecture Hall at 4 p.m.

Evening Service at 6 p.m.:—
Hymns: 80, 417, 438, 132 and 634.

Preacher, Morning and Evening:—
Rev. J. Kirk Macdonald.

Wednesday, July 28th, at 8.15 p.m.—Soldiers and Sailors' Christian Association.

Friday, July 30th, at 8.30 p.m.—Christian Endeavour Meeting and Social Hour.

Saturday Circle, July 24th, from 8 p.m.

First Church of Christ, Scientist—
Madden Road, below Bowen Road.
Sunday Service, July 25th at 11.15 a.m.—
Subject:—"Truth."

Wednesday Evening Meeting at 5.30 p.m.
Reading Room—at above address, open
Tuesday and Friday, 10 a.m. to 12 Noon;
Monday and Thursday, 6 to 7 p.m.

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17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

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STEAMERS.	H'kong.	Shanghai.	Kobe.	Yokohama.	Vancouver.
EXPRESS OF RUSSIA	July 22	July 23	July 23	July 23	Aug. 9
EXPRESS OF ASIA	Aug. 13	Aug. 14	Aug. 14	Aug. 14	Sept. 6
EXPRESS OF CANADA	Sept. 3	Sept. 4	Sept. 4	Sept. 4	Sept. 20
EXPRESS OF RUSSIA	Sept. 16	Sept. 17	Sept. 17	Sept. 17	Oct. 4
EXPRESS OF ASIA	Oct. 14	Oct. 15	Oct. 15	Oct. 15	Nov. 1
EXPRESS OF CANADA	Oct. 29	Oct. 30	Oct. 30	Oct. 30	Nov. 15
EXPRESS OF RUSSIA	Nov. 11	Nov. 12	Nov. 12	Nov. 12	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 11	Aug. 13	Aug. 14	Aug. 16
Aug. 25	Aug. 27	Aug. 28	Aug. 30

Passenger Department:

Tel. C. 752.

Cables: GACANPAO.

Freight and Express:

Tel. C. 42.

Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU	Tuesday, 27th July, at Noon
TENYO MARU	Monday, 9th Aug. at Noon
KOREA MARU	Tuesday, 24th Aug. at Noon
SHINTO MARU	Tuesday, 7th Sept. at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

GINYO MARU	Wednesday, 25th Aug. at Noon
ANYO MARU	Tuesday, 12th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

HAKONE MARU	Saturday, 31st July
SUYA MARU	Saturday, 14th Aug.
FUSHIMI MARU	Saturday, 29th Aug.
HAKOZAKI MARU	Saturday, 11th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

MISEIMA MARU	Wednesday, 13th Aug. at 11 a.m.
TANGO MARU	Wednesday, 22nd Sept. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

CALCUTTA MARU	Friday, 6th Aug.
BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.	Friday, 6th Aug.

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU	Thursday, 29th July
AWA MARU	Wednesday, 11th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

HAKATA MARU	Friday, 6th Aug.
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NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU	Saturday, 21st Aug.
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SHANGHAI, KOBE & YOKOHAMA.

HAKOZAKI MARU	Sunday, 25th July
TOKUSHIMA MARU	Monday, 26th July
SADO MARU	Tuesday, 27th July
GENOA MARU	Monday, 2nd Aug.

For further information, apply to— NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

Service of Fast Motor Vessels

MARSEILLES, ALGERS, ROTTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

Loading About

m.s. "CANTON"	31st August
m.s. "NANKING"	15th Sept.

FOR SHANGHAI AND JAPAN PORTS.

m.s. "CANTON"	4th Aug.
m.s. "NANKING"	8th Aug.

For further particulars, apply to the Agents—

GILMAN & CO., LTD., G. E. HUYGEN, Hongkong, Canton.

THE "TAIPING."

The s.s. *Tai Ping* (A. & O. Line), whose departure has been twice postponed owing to unsettled weather, will leave to-day (Saturday), at 2 p.m.

VESSELS EXPECTED.

Canston (Swedish East Asiatic Co., Ltd.), due to-day.

VESSELS IN DOCK.

The following vessels are in Dock:—
Taikoo Dock:—*Corbis*, *Heungshan* and *Anatina*.

SUNRISE AND SUNSET IN HONGKONG.

FOR JULY, 1926

(STANDARD TIME OF THE 120TH MERIDIAN.)

Date.	Sunrise.	Sunset.
July 24th	5.51 a.m.	7.08 p.m.
25th	5.51 "	7.07 "
26th	5.52 "	7.07 "
27th	5.52 "	7.06 "
28th	5.52 "	7.06 "
29th	5.53 "	7.06 "
30th	5.53 "	7.05 "
31st	5.54 "	7.05 "

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

HAIPHONG	"CHAKSANG"	Saturday, 24th July, at 9 a.m.
STRAITS & CALCUTTA	"LAISANG"	Saturday, 24th July, at Noon.
SHANGHAI	"SUOSANG"	Sunday, 25th July, at 6 a.m.
TIENSIN via WEIHAIWEI & CHEFOO	"FOOSHANG"	Sunday, 25th July, at 7 a.m.
HAIPHONG	"MINGSANG"	Sunday, 25th July, at 8 a.m.
SANDAKAN	"HINSANG"	Sunday, 25th July, at 2 p.m.
MANILA, CEBU & ILOILO	"YUENSANG"	Tuesday, 27th July, at Noon.
TSINGTAU via SHANGHAI	"KWONGSANG"	Wednesday, 28th July, at Noon.
KOBE via SHANGHAI & YOKOHAMA	"KUMSANG"	Thursday, 29th July, at 7 a.m.
TIENSIN	"CHEONGSANG"	Thursday, 29th July, at Noon.
KOBE via MOJI	"FOOKSANG"	Sunday, 1st Aug. at 7 a.m.
HAIPHONG	"LEESANG"	Sunday, 1st Aug. at 8 a.m.
STRAITS & CALCUTTA	"HOSANG"	Tuesday, 3rd Aug. at 3 p.m.
TSINGTAU via SHANGHAI	"HOPSANG"	Wednesday, 4th Aug. at Noon.
KOBE via MOJI	"NAMSANG"	Saturday, 7th Aug. at 7 a.m.
TIENSIN	"CHIPSANG"	Tuesday, 10th Aug. at Noon.
SHANGHAI	"YATSHING"	Wednesday, 11th Aug. at Noon.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENOGLE"	5th Aug.
"GLENAMORY"	24th "
"GLENAGARRY"	2nd Sept.
"GLENAPP"	16th "

HOMEWARDS.

Vessel	Discharges	Leaves H'kong.
"PEMBROKESHIRE"	25th Aug.	London, Rotterdam & Hamburg via Oran.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD., THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3636.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT MADISON" ... July 27th.
"PRESIDENT JACKSON" ... Aug. 8th.

TO EUROPE—£120-£112

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railway. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT JACKSON" ... July 31st.
"PRESIDENT MCKINLEY" ... Aug. 12th.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephones: Central 2477, 2478 & 795.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA"

(9,670 TONS D.W.)

THE above Steamer having Accommodation for over 100 First-Class Passengers will be Despatched by the PHILIPPINES, STRAIT, COLOMBO and SUEZ CANAL on 5th NOVEMBER, 1926, for NEW YORK where she is due to arrive on 2nd JANUARY, 1927.

For Freight or Passage, Apply to—

THE BANK LINE, LTD.



THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BEDFORD" ... Via Suez Canal From Hongkong 30th July.
S.S. "MALVERNIAN" ... Via Suez Canal From Hongkong 13th August.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

(ANDREW WATKINS & Co., London.)

M.V. "WEIRBANK" ... Sailing from Hongkong ... via Suez Canal ... 30th July.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "ROMEO" ... For Marseilles, London, Harre & Hamburg ... From Hongkong, 28th July.

FARES TO LONDON "A" 1st Class £35. 2nd Class £20.
"B" 1st Class £20. 2nd Class £15.

MAURITIUS & SOUTH AFRICA

ORIENTAL-AFRICAN LINE

STEAMERS From Hongkong July/August

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilimanjaro, Port Nolloth, Luderia Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "JAPANESE PRINCE" ... Leave Hongkong 29th July

M.V. "CHINESE PRINCE" ... 7th September

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3185.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

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HOLLAND EAST ASIA LINE

of the United Netherlands
Navigation Company.

Regular Four-weekly Services between

Japan, Vladivostok, China, Hongkong, Manila, Singapore

Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and
North Continental Ports

ARRIVALS FROM EUROPE:

S.S. "ZOSMA" ... 23th July, 1926.
S.S. "OOSTERK" ... 23th August, 1926.
S.S. "OOSTERK" ... 20th September, 1926.

SAILINGS FOR EUROPE:

S.S. "GEMMA" ... 7th August, 1926.
S.S. "ZOSMA" ... 4th September, 1926.All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN L.N.

Telephone Central No 1674.

Agents, York Building

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**P. & O., British India
Apear and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, ORIZON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"RANPURA"	16,585	24th July, Noon	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MALEDONIA"	11,089	21st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Antwerp.
"NAGPORE"	5,283	10th Sept.	Marseilles, London & Antwerp.
"MALWA"	10,941	13th Sept.	Marseilles, London & Antwerp.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London & Antwerp.
"MOBEA"	10,918	16th Oct.	Marseilles, London & Antwerp.
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MAINTUA"	10,903	13th Nov.	Marseilles and London.
"KARMALA"	9,128	27th Nov.	Marseilles, London and Antwerp.
"MALEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELTA"	8,097	25th Dec.	Marseilles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA"	8,018	27th July, 2 p.m.	Singapore, Penang and Calcutta.
"SHIRALA"	7,841	7th Aug.	do.
"TALMA"	10,000	10th Aug.	do.
"TAKADA"	6,949	27th Aug.	do.
"SANTHA"	7,754	5th Sept.	do.
"TILAWA"	10,006	11th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TALAMBA"	8,018	27th Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"SHIRALA"	7,841	1st Oct.	do.
"TALMA"	10,000	11th Oct.	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hong Kong, Cebu, Zamboanga, Tawau, Timor, Durian, or other ports en route as inducement.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MALEDONIA"	11,089	24th July, 10 a.m.	Shanghai, Moji & Kobe.
"TALMA"	10,000	25th July, 6 a.m.	Amoy, Moji, Kobe and Osaka.
"NAGPORE"	5,283	2nd Aug.	Shanghai, Moji and Kobe.
"TANDA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"TAKADA"	6,949	6th Aug.	Shanghai, Moji and Kobe.
"SANTHA"	7,754	15th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	18th Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	24th Aug.	Shanghai, Moji and Kobe.
"TALAMBA"	8,018	3rd Sept.	Yokohama only.
"KASHGAR"	9,005	3rd Sept.	Shanghai and Kobe.
"SHIRALA"	7,841	7th Sept.	Shanghai, Moji and Kobe.
"TALMA"	10,000	10th Sept.	Moji, Kobe, Osaka and Yokohama.
"TAKADA"	6,949	13th Sept.	Shanghai, Moji and Kobe.
"SANTHA"	7,754	16th Sept.	Shanghai, Moji and Kobe.
"MALWA"	10,941	18th Sept.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	24th Sept.	Shanghai, Moji and Kobe.
"TALAMBA"	8,018	3rd Oct.	Moji, Kobe, Osaka and Yokohama.
"KASHGAR"	9,005	3rd Oct.	Shanghai, Moji and Kobe.
"SHIRALA"	7,841	7th Oct.	Shanghai, Moji and Kobe.
"TALMA"	10,000	10th Oct.	Moji, Kobe, Osaka and Yokohama.
"TAKADA"	6,949	13th Oct.	Shanghai, Moji and Kobe.
"SANTHA"	7,754	16th Oct.	Shanghai, Moji and Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	24th Oct.	Shanghai, Moji and Kobe.
"TALAMBA"	8,018	3rd Nov.	Moji, Kobe, Osaka and Yokohama.
"KASHGAR"	9,005	3rd Nov.	Shanghai, Moji and Kobe.
"SHIRALA"	7,841	7th Nov.	Shanghai, Moji and Kobe.
"TALMA"	10,000	10th Nov.	Moji, Kobe, Osaka and Yokohama.
"TAKADA"	6,949	13th Nov.	Shanghai, Moji and Kobe.
"SANTHA"	7,754	16th Nov.	Shanghai, Moji and Kobe.
"MALWA"	10,941	18th Nov.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	24th Nov.	Shanghai, Moji and Kobe.
"TALAMBA"	8,018	3rd Dec.	Moji, Kobe, Osaka and Yokohama.
"KASHGAR"	9,005	3rd Dec.	Shanghai, Moji and Kobe.
"SHIRALA"	7,841	7th Dec.	Shanghai, Moji and Kobe.
"TALMA"	10,000	10th Dec.	Moji, Kobe, Osaka and Yokohama.
"TAKADA"	6,949	13th Dec.	Shanghai, Moji and Kobe.
"SANTHA"	7,754	16th Dec.	Shanghai, Moji and Kobe.
"MALWA"	10,941	18th Dec.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	24th Dec.	Shanghai, Moji and Kobe.
"TALAMBA"	8,018	3rd Jan.	Moji, Kobe, Osaka and Yokohama.
"KASHGAR"	9,005	3rd Jan.	Shanghai, Moji and Kobe.
"SHIRALA"	7,841	7th Jan.	Shanghai, Moji and Kobe.
"TALMA"	10,000	10th Jan.	Moji, Kobe, Osaka and Yokohama.
"TAKADA"	6,949	13th Jan.	Shanghai, Moji and Kobe.
"SANTHA"	7,754	16th Jan.	Shanghai, Moji and Kobe.
"MALWA"	10,941	18th Jan.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	24th Jan.	Shanghai, Moji and Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong may defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australia Lines are fitted with Laundries.

Passes measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cornmarket Road Central, HONGKONG.

Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & FOCHOOW

AND RETURN

(Occupying 9 or 10 Days)

HAINING ... Capt. W. O. Passmore ... Monday, 26th July, at 5 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Peking Anchorage) and Return by the same Steamer by the "HAI-MING," "HAI-HONG," and "HAI-CHING" at the Reduced Rate of \$90.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIR & CO.

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

AMOY, SINGAPORE & BANGKOK	"KALGAN"	On 24th July, Noon.
SHANGHAI	"SUIYANG"	On 23th July, 6 a.m.
WUHAN, CHEFOO & TIENTSIN	"KUBICHOV"	On 25th July, 6 a.m.
AMOY & SHANGHAI	"SZROHUN"	On 27th July, 6 a.m.
AMOY & SINGAPORE	"ANEUI"	On 27th July, 6 a.m.
BANGKOK	"KWANGCHOW"	On 27th July, 6 a.m.
SHANGHAI	"SUNNING"	On 29th July, 6 a.m.
AMOY, SINGAPORE & BANGKOK	"KIUNGCHOW"	On 29th July, 6 a.m.
HONGKONG & HAIPHONG	"TRAN"	On 29th July, 10 a.m.
SHANGHAI & TSINGTAO	"CHENAN"	On 31st July, 6 a.m.
SHANGHAI	"SINKIANG"	On 1st Aug., 6 a.m.
AMOY & SHANGHAI	"YINGCHOW"	On 3rd Aug., 6 a.m.
AMOY & SINGAPORE	"KWANGTUNG"	On 6th Aug., 6 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 34.

Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DATE HONGKONG OR ON ABOUT	SAILING HONGKONG OR ON ABOUT
TAIPING	In Port	24th July, 2 p.m.
CHANGTE	13th August	18th August
TAIPING	12th September	17th September
CHANGTE	11th October	16th October

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

Telephone: CENTRAL 56.

Agents.

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DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "COBBY CASTLE" ... Sailing on or about 19th August.

LLOYD TRIESTINE.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "ROSANDRA" ... Sails on or about 5th August.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "YANZIA" ... Sails on or about 5th August.

S.S. "ROSANDRA" ... Sails on or about 31st August.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMBINGA" ... Sails from Calcutta on or about 31st July via

Bengal and Colombo.

S.S. "UMVOLOI" ... Sails from Calcutta on or about 31st August.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

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BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BEDFORD"	... Via Suez Canal	30th July.
S.S. "MALVERNIAN"	... Via Suez Canal	13th August.
S.S. "DECCATION"	... Via Suez Canal	27th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. JARDINE MATHESON & CO., LTD., CANTON.

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